The Victoria Daily Times.

VOL. 1. VICTORIA, B. C., MONDAY, JANUARY 12, 1885. NO. 183.

A LAKESIDE MUSING.

The Nineteenth Century Girl Who Was Up to Snuff.

"With a Mocking Laugh He Turns to Go"—"Her Face Lights Up with a Weird, Baleful Smile."

[Chicago Tribune.]

"I forgive you, Hetty."

Thomas Turnstile turned away with a heart whose load of sorrow was almost too great to be borne, and walked slowly down the shady lane which led to his mother's humble cottage at the foot of Huckleberry hill. Young, hopeful, and with spirits as buoyant as health and a clear conscience could make them, he had fallen in one instant from the sun-kissed heights of contentment and happiness to the black depths of desolation and despair. And why? Because a girl—a haughty beauty whose father's wealth had placed her far above Thomas Turnstile in the social scale—had, after luring him on and on with all the arts which women know so well and practice so skillfully, haughtily refused the love that he offered her—the love of a true, honest heart—a love of which any woman no matter how exalted her station, might well have been proud.

And she had told him plainly that she had been toying with his heart—told him this in the same low, dulcet tones that had so often witched him in the days gone by when they had wandered together through mossy glade and bosky dell, through the silent woods in which the rustling of the zephyr-kissed leaves was the only sound that came to them. She had said the cruel words that severed their lives forever, softly enough, but on the beautiful face that had for years haunted his memory and been the beacon-star of his endeavor, there was a cold, haughty, rough-on-rats expression that told him only too truly that each syllable was uttered in earnest, and that to hope for a revocation of the sentence this girl had pronounced were indeed foolish. And yet, despite this fact, he loved her with a mad, consuming, chloride-of-lime-on-an-old-shirt passion that was scorching his very soul, every beat of his great, manly heart seeming only the knell of a life that was soon to be quenched forever.

* * * * * * *

One year had passed. On all sides one hears talk of the wonderful success that has crowned the efforts of Thomas Turnstile as a speculator. His daring operation of buying all the poker decks in Chicago just previous to the assembling of a national convention had made him a millionaire and to none was this news of more interest than Hetty Hallowheart, the proud beauty of Horse-Fly Villa. Judge of her surprise when one day there came a note from Thomas Turnstile asking permission to call on her. It was at once given and the evening of the following day appointed for the interview. At 8 o'clock a carriage rolled up to the door and Thomas Turnstile was ushered into the parlor, where Hetty waited to receive him. In the soft mellow light of the $5-per-thousand gas she looked more radiantly beautiful than ever and there was a tremulous tinge of admiration in the young man's tones as he spoke to her.

"A year ago," he said, "I offered you my hand in marriage and you refused it because of my poverty. I am now rich and repeat that offer. Do you accept it?"

"I do," she answered.

"Ha! false woman," he cries, "at last my revenge is accomplished. Know, then, that I do not love you, and that my only object in coming here to-night was to humiliate you;" and with a hollow, mocking laugh he turns to go.

"Stop!" says the girl in an imperious manner, and as she speaks Thomas Turnstiles sees two men, one a lawyer and the other a stenographer, come from behind a Japanese screen which stands near an Etruscan cuspidor. Hetty's face lights up with a weird, baleful smile.

"What does this mean?" he asks. "Why have my words been taken down?"

"It means," she answered, "that I am loaded for bear."

The Old Stockman's "Shake."

[San Francisco Post.]

Some years ago an emigrant from the United States kept a small restaurant in a town situated in one of the great stock-raising districts of South Australia. He was presumably the only Yankee in those parts. There was an enormously rich old stockman who came into town from his lordly cattle range at intervals, whose nationality was a matter of doubt, though he usually passed for a taciturn and uncommunicative bachelor Scotchman.

One day this wealthy but solitary old chap entered the restaurant of the man from the states. When he left he locked hard at the proprietor, and then simply remarked:

"American, aren't you?"

On being answered in the affirmative the millionaire cowpuncher walked away without another word.

Regularly once a week he reappeared, silently ate a hasty lunch, and made the same stereotyped inquiry, receiving the same emphatic, "Yes, siree" in reply. At last there came a time when the eccentric old customer did not return. One month went by—two. At last a wagon stopped at the door, and the old fellow, pale and wasted with sickness, was helped out and supported into the saloon. He called for his usual steak with a weak but dogged determination, ate a morsel and then tottered up to the counter. As he paid his bill he whispered, hoarsely:

"American, aren't you?"

"You bet," replied the proprietor, pleasantly.

Stretching out his hand the odd customer said,:

"Shake! So am I!"

Then he tottered away without another word. Three days afterward a lawyer came into our young countryman's place and told him that the queer old guy on the Thompson range had died and left him a cool $1,000,000.

The Science of Gait.

[Clara Belle's Letter.]

"There is a character in every step a person takes," said a man who thought he knew it all, so far as the science of gait was concerned. "When I saw you pass our house the other day, Miss Clara, I was impressed by the easy, independent freedom of your walk. Such firm yet gentle strides betrayed the dominant unconventionality of your character."

He was a doctor of divinity, and I didn't care to sass him, but I felt bound in Christian honesty to ask him: "Was I wearing my brown and black plush suit?"

He believed so.

"Then I was making a special effort to take long, swinging steps," I said, "because that's the only way I can make the confounded drapery swish right. That meant exigency, not character. See me in my new dark-blue street costume, with its narrow skirt and internal strappings, and you'll say I'm a mincer from Minceville."

Pencilings: Contributors enclosing subscriptions may write on both sides of their paper.

TRANSPORTATION COMPANIES.

Victoria Transfer Co.

(LIMITED.)

HACK RATES.

Telephone Call 120.

From the Stand to any point within the city limits, one person ..... $ 25
To any point within the city limits, two or three persons 50
Ordered at Stated Time (between the hours of 8 a. m. and 7 p. m.)
To any point within the city limits, one or two persons 50
Each additional person 25
To outer wharf, each person 50
To inner wharves, each person 25
To Esquimalt, one or two persons 1 00
Each additional person 50
N. B.—After hours, double rates.
From Steamers To hotels or residences from outer wharf, one person 1 00
Each additional person 50
To hotels or residences from inner wharves, each person 50
Trunks, 25 cents extra.
Dinner Parties and Theaters: One person to and from 1 00
Two or three persons to and from 1 50
Four persons to and from 2 00
Driving by the Hour: Winter months (i. e. 1st Nov. to 1st April) per hour 1 00
Summer months (i. e. 1st April to 1st Nov.) per hour 1 50
Balls and "At Homes:" (when hour of return is after midnight). In the city each carriage 2 00
At Esquimalt, each carriage 5 50
Weddings: Each carriage 4 00
Funerals: Each carriage 3 00

Rates for driving by the hour do not apply to Sundays and holidays.

Patrons are particularly requested to report any overcharge, inattention or incivility on the part of any driver or employee of this company.

Our carriages have the name of the company painted on the box, and our drivers are distinguished by the company's badge on their hats.

This company have the largest and finest stock of horses, carriages, buggies and phaetons in the city.

Strangers and visitors will find it to their advantage to employ our Hacks, the rates being uniform and reasonable

First-class double and single buggies and phaetons can be procured at our stables at moderate rates.

Baggage transferred to and from steamers.

A. HENDERSON, Supt.
S. TINGLEY, Pres. FRANK S. BARNARD, Sec'y.

BITY ADVERTISEMENTS—

McKENZIE & MESTON.

Carriage Makers
AND BLACKSMITHS.
GOVERNMENT STREET.
Between Johnson and Pandora Streets.
VICTORIA, B. C. (1)

MEATS AND VEGETABLES.

QUEEN'S MARKET
GOVERNMENT ST. VICTORIA, B. C.
GOODACRE & DOOLEY,
WHOLESALE AND RETAIL
BUTCHERS.
Contractors by appointment to Her Majesty's Royal Navy.
Shipping Supplied at Lowest Rates.

JOHN PARKER,
Wholesale and Retail Dealer in
MEATS OF ALL KINDS, STOCK, VEGETABLES, Etc.
Parker's Market
S. W. cor. Fort & Government Sts.,
VICTORIA, B. C.
Hotels, Restaurants, Ships and Families supplied at Short Notice. (1)

OLD LONDON MARKET
Cor. Douglas and Yates Streets, VICTORIA, B. C.
U. NELSON & CO.,
DEALERS IN
Choice Beef, Pork,
MUTTON AND VEAL.
Also Salt Meats of all kinds. Families, hotels, and ships supplied at bed rock prices. aug21 (1)

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TABLE DELICACIES.
AND ALL KINDS OF
FINE FAMILY GROCERIES
A SPLENDID ASSORTMENT OF
Provisions, Liquors, Etc.,
Every article for hotel, boarding house or private family use.
HENRY SAUNDERS
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GEORGE VIENNA,
DEALER IN
GAME, FISH, FRUIT,
Vegetables, Etc.
Victoria Market, Government Street
Two Doors North St. Nicholas Hotel
VICTORIA, B. C.
All kinds of Game, Fish, Fruit, etc., kept constantly on hand in season, and delivered free of charge. (1)

CLASSIFIED BUSINESS CARDS

MEDICAL.

Dr. MORRISON,
RECENTLY FROM TORONTO, CANADA.
Office, over the London House, Government Street, B. C. Special attention paid to diseases of the Eye and Ear, and diseases of Women and Children. Calls promptly attended both day and night.

BOOTS AND SHOES.

IRVING BRO.'S,
BOOT AND SHOE STORE,
Government Street, bet. Broughton & Courtnay
Victoria, B. C.
REPAIRING A SPECIALTY.

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W. HEATHORN,
Pays the Highest Price for Hides and Calf Skins, takes consignments and makes prompt returns. Victoria Boot & Shoe Factory and Rockbury Tannery.

CIVIL ENGINEERS.

E. PRIEST, C. E.
LAND and MINES SURVEYED.
Wallace Street, Nanaimo, B. C.
oct 31-1m

HARRIS & HARGREAVES,
CIVIL ENGINEERS, LAND SURVEYORS, AND ARCHITECTS.
S.W. cor. of Government & Bastion Sts., up-stairs.
VICTORIA, B. C.
Plans, specifications and estimates furnished for buildings.

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HOUSE, SIGN AND ORNAMENTAL PAINTERS.
Fine Graining and Marbling a specialty, also artistic imitations of any class of wood. Paper hanging, kalsomining, etc., promptly executed.

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VETERINARY SURGEON. FARRIER,
And General Blacksmith. Livery and interfering horses receive particular care. Sick horses attended to day or night. In rear of Duck's stone building, Johnson street.

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RAND & LIPSETT,
REAL ESTATE BROKERS AND FINANCIAL AGENTS.
Government Street, Victoria, B. C.
Property in Victoria City and District, and New Westminster City and District, including Coal Harbor and Port Moody, for sale.
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JOHN J. AUSTIN,
NOTARY PUBLIC.
Real Estate and General Agent. Loans negotiated, Town and Country Property for sale. Office Colonist Building. P. O. Box 50.

MERCHANTS.

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MERCHANTS.
H. C. BEETON & Co. 20 FENCHURCH CHCUS LONDON, E. C.
Wharf Street, Victoria, B. C.

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ALBION IRON WORKS Co. (Limited.
HOME INDUSTRY.
Engines and Boilers of every description. Cooking and Heating Stoves, etc.
ANDREW GRAY, Manager.
W. F. BULLEN, Secretary.

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EUROPEAN IMPORTERS OF FINE WINES, LIQUORS, GROCERIES, PROVISIONS HAVANA CIGARS & FRENCH PRESERVES.
Yates Street, Victoria B. C. P. O. Box, 95.

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GOVERNMENT ST. VICTORIA, B. C.
Dealer in FINE FAMILY GROCERIES, of all kinds. Table delicacies in great variety. Also, choice Tea and Coffee.

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WHOLESALE AND RETAIL.
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OFFICE: Langley Street. Victoria.
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H. & H. A. FOX,
Dealers in PEN, POCKET & TABLE CUTLERY RAZORS, SCISSORS AND ELECTRO-PLATED WARE, from the best Sheffield houses. Fishing Tackle, Baskets, etc. Government St., op. White House.

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MUNROE MILLER,
STEAM BOOK & JOB PRINTER,
Johnson St., near Broad. VICTORIA, B. C.

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ENGLISH & ANDERSON,
CARPENTERS & PRACTICAL STAIR BUILDERS,
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Make estimates on every description of buildings. Contracts taken at fair prices and satisfaction given.

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Gas Fitter and brass founder. Yates street between Government and Broad, Victoria.

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Bookseller & Stationer
Columbia Street,
New Westminster.
Books, Periodicals,
AND
STANDARD WORKS ORDERED FROM England and the United States at short notice and at publishers' prices. se17tf

W. R. CLARKE,
Auctioneer,
Appraiser and Commission Merchant.
SALESROOM: FIRE PROOF BUILDING, YATES ST.
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☞ Liberal advances made on consignments. ☞ To facilitate the sale of Real Estate, I have complete maps of Victoria, Esquimalt, New Westminster and the Districts.

N. B.—Parties desirous of selling their Stock, Stock in Trade, or Furniture, and not wishing the trouble of an Auction Sale, can find a Cash buyer by calling on the above.

Office of Harbor Master and Port Warden.

TRAVELERS' GUIDE

CANADIAN PACIFIC RAILW'Y

Time Card No. 5.

To take effect at 12 p. m. Sept. 4, 1884.

GOING EAST. No. 5. Freight. Saturd'y only.	No. 1. Mixed. Tues'ys Thurs.	Distances.	STATIONS.		GOING WEST: No. 2. Mixed. Monday.	No. 4. Freight. Wed. only.
5.00 A.M.	5.00 A.M.				6.30 P.M.	6.00 P.M.
5.05 "	6.00 "	0		A	5.30 "	5.30 "
7.00 "	7.00 "	12		D	4.30 "	4.30 "
7.35 "	7.35 "	20	Pt. Moody	D	3.15 "	3.15 "
8.25 "	8.25 "	30	Port Hamm'd	A	2.25 "	2.25 "
8.10 "	9.10 "	40	Whonnock		1.30 "	1.30 "
9.55 "	9.55 "	49	Mission		12.50 "	12.50 "
10.35 "	10.35 "	58	Naccomin		12.10 "	12.40 "
11.20 "	11.20 "	68	Harrison River		11.35 A.M.	11.35 A.M.
12.05 P.M.	12.05 P.M.	76	Agassiz		11.00 "	11.00 "
12.45 "	12.45 "	82	Ruby Creek		10.45 "	10.45 "
1.10 "	1.10 "	85	Hope		10.25 "	10.25 "
1.30 "	1.30 "	90	Texas Lake		10.00 "	10.00 "
	2.30 "		Emory		9.10 "	9.10 "
	3.20 "	102	Spuzzum		8.00 "	8.00 "
	4.30 "	111	North Bend		7.00 "	7.00 "
	5.30 "	128	Keefers		5.50 "	5.50 "
	6.45 "	138	Cisco		5.25 "	5.25 "
	7.15 "	144	Lytton		5.00 "	5.00 "
	7.40 "	150	Gladwin		4.40 "	4.50 "
	8.05 "	154	Thompson		4.10 "	4.10 "
	8.40 "	160	Drynoch		3.40 "	3.40 "
	9.10 "	166	Spence's Br'ge			

Train No. 5—Freight,
Leaves Yale for Spence's Bridge at 8 a. m. Sundays only.
A. ONDERDONK, General Manager. M. H. HANNA, General Superintendent.

CANADIAN PACIFIC RAILWAY.

The New Line, Toronto & Montreal, via Ottawa.

TIME TABLE.	Morning Express.	Night Express.
Leave Montreal	8:45 A.M.	8:00 P.M.
Arrive Ottawa	12:05 P.M.	11:20 P.M.
" Toronto	10:00 P.M.	9:45 A.M.
Leave Toronto	8:30 A.M.	8:00 P.M.
" Ottawa	7:00 P.M.	4:37 A.M.
Arrive Montreal	10:55 P.M.	8:25 A.M.

"Elegant Parlor Cars on day trains. Luxurious Sleeping cars on night trains.

Close connection at OTTAWA with trains to and from

Sudbury, North Bay, Pembroke, Renfrew, Arnprior,

And all points in the Upper Ottawa Valley. Connections at Toronto for all points WEST, SOUTH and NORTHWEST.

W. C. VAN HORNE, General Manager.

Scale of charges from Victoria to the undermentioned points. Tickets can be procured from Robt. Irving, Agent, O. R. & N. Co., C. P. N. building, Wharf street.

	1st Class.	2d Class	3d Class
Boston	$135 50	$109 50	$74 50
New York	133 50	107 50	72 50
Halifax	148 50	118 50	83 50
St. John, N. B.	144 00	115 50	80 50
Philadelphia	131 75	106 00	71 00
Montreal	135 50	105 50	70 50
Toronto	127 50	101 50	66 50
Kingston	132 25	103 70	68 70
Ottawa	135 60	106 00	71 00
Hamilton	127 50	101 50	66 50
Guelph	126 75	101 50	66 50
London	124 90	99 90	64 90
Buffalo	127 50	101 50	66 50
Detroit	121 50	96 50	61 50
Chicago	113 50	90 50	56 00
St. Paul	105 00	82 00	52 00
Duluth	105 00	82 00	52 20
Winnipeg	113 25	90 25	54 50

Pullman Car accommodation from Portland to St. Paul can be secured at the above office in advance. A Dining Car is attached to all through trains; meals served at 75 cents. The Atlantic Express leaves Portland daily at 11:30 a. m., affording travellers an excellent opportunity of beholding the unrivalled scenery of the Columbia River as far as The Dalles

Condensed Through Time Table.

Passengers going South and East will find the following time card of interest:

Arrive.	Leave.	Distances.	STATIONS.		Leave.	Arrive.
5.30 P.M.	1st day	0	Portland	Ar	8.10 A.M.	4th day
6.00	"		East Portland		7.40	"
9.37	"	66	Hood River	Lv	4.17	"
10.40	"		Dalles	Lv	3.50	"
11.00	"	88	Dalles	Ar	3.35	"
2.55 A.M.	"	187	Umatilla	Lv	10.35 P.M.	"
4.20	"	202	Ar. Wallula Junction	Lv	9.30	"
4.40	"	220	Lv. Wallula Junction	Ar	9.10	"
6.05	"	214	Palouse Junction		6.25	"
10.05	"	245	Ar. Lewiston	Lv	3.15	"
11.25	"	283	Cheney		1.50	"
12.15 P.M.	"		Spokane Falls		1.05	"
1.20	2d		Ratlerdrum		11.37 A.M.	"
7.10 A.M.	"		Missoula		4.10	"
5.25	"	335	Garrison		9.10 P.M.	"
8.50	"	375	Ar. Helena	Lv	6.15	"
8.00	"	405	Lv. Helena	Ar	5.45	"
1.20 P.M.	"	525	Bozeman		1.25	"
7.30	"	598	Billings		7.15 P.M.	"
5.32	"	738	Bismarck		11.25	3d
1.25 A.M.	3d	1144	Fargo		8.20	1st
10		1226	Brainerd		9.45 P.M.	"
12.30 P.M.	4th	1317	Ar. St. Paul	Lv	4.00	"

Emigrant train leaves East Portland daily, at 6:00 A. M., arriving at 7:10 P. M., daily. Time, 5½ days each way.

Steamer leaves Ash Street Wharf at 5:30 P. M., and East Portland at 6:00 P. M., connecting with N. P. R. R. train for all points east.

Northern Pacific train to connect with Puget Sound and Victoria boats leaves Portland daily at 9:25 A. M., arriving at Tacoma at 6:05 P. M.; leaves Tacoma for Portland at 7:25 A. M., and arrives at 4:15 P. M.

AT ST. PAUL

Travellers have a choice of routes. Passengers arrive in and depart from the Union Depot, thus avoiding the expense of transferring baggage. The several routes to Chicago, Milwaukee and all points, are

The famous Albert Lea Route,
The great Rock Island Line,
The Chicago, Milwaukee & St. Paul,
The Chicago and Northwestern,
The Royal Route.

The distance from St. Paul to Chicago is about 450 miles. The trip is made in 15 hours. Trains leave each city in the morning, mid-day and evening.

CHICAGO AND GRAND TRUNK TIME TABLE

Chicago & Grand Trunk and Grand Trunk Railways.

	Limited Express	Atlantic Express
Lv. Chicago via C. & G. T. Railway	3.21 P.M.	8.20 P.M.
Ar. Port Huron	1.26 A.M.	7.00 A.M.
" London	4.50 A.M.	11.20 A.M.
" Hamilton	6.50 A.M.	1.35 P.M.
" Suspension Bridge	8.05 A.M.	3.15 P.M.
" Buffalo	9.15 A.M.	5.10 P.M.
" Toronto	8.10 A.M.	7.10 P.M.
" Montreal	7.00 P.M.	7.15 A.M.
" Portland	12.35 P.M.	5.20 P.M.
" Boston via Niagara Falls	12.10 A.M.	9.35 A.M.
" Boston via Montreal	8.30 A.M.	7.05 P.M.
" New York	10.00 A.M.	7.30 P.M.

Trains leave Chicago daily, Sunday included.

CANADIAN PASSENGERS can now have their baggage examined and passed customs at depot in Chicago, corner Fourth avenue and Polk street, thereby avoiding all annoyance and delay at the Canadian frontier.

W. J. SPICER, Gen Manager. GEO. B. REEVE, Traffic Manager.
J. A. ROBBINS, Western Passenger Agent, Chicago and Grand Trunk Railway, Chicago.

"NIAGARA FALLS ROUTE,"

Is the Name by which

The Michigan Central R. R.

Is universally known because (1) it is the only line out of Chicago running its trains via the Niagara Falls, giving passengers a full view of that world's wonder; (2) it is the only line between those two points and Buffalo under one management. Through express trains are run as below, offering to all classes of passengers more and better accommodations than any other line:

Lv. Chicago	a.m. *6.45	a.m. *6.55	p.m. *4.15	p.m. *8.40	p.m. 9.55
Ar. Detroit	p.m. *6.10	p.m. *6.25	p.m. 11.59	a.m. *5.52	a.m. *6.25
Ar. St. Thomas	p.m. 11.20	NILE	*2.25	*10.02	11.20
Ar. N. R. (via C. Toronto	*920	*9.20	*9.20	*3.40	*6.55
Ar. Niagara Falls	a.m. *2.30	a.m. *8.30	a.m. *8.35	p.m. *1.50	p.m. *8.20
Ar. Buffalo	a.m. $3.40	a.m. $4.00	a.m. *7.50	p.m. *3.00	p.m. *6.45

Connecting with N. Y. C., N. Y., L. E. & W., E. L. & W., and B. N. Y. and P. Railroads.

O. W. RUGGLES,
Gen Pass. and Ticket Agent, Chicago.

SAILING OF VESSELS—RAILROADS, ETC

Intercolonial Railway.

The Direct Route from the West for all Points in New Brunswick, Nova Scotia, Cape Breton and Newfoundland.

THROUGH EXPRESS PASSENGER TRAINS run Daily (Sundays excepted) as follows:

Leave Pointe Levis	8.00 A.M.
Arrive Riviere du Loup	12.05 P.M.
" Campbellton	7.03 "
" Dalhousie Junction	7.41 "
" Bathurst	9.20 "
" Newcastle	11.00 "
" Moncton	1.40 A.M.
" St. John	5.30 "
" Halifax	9.20 "

The Grand Trunk Trains leaving Montreal at 10:15 p. m., connect at Pointe Levis with these trains.

The Trains to Halifax and St. John run through to their destination on Sundays.

All Trains are run by Eastern Standard Time.

D. POOTINGER, Chief Superintendent.

THE
GREAT OVERLAND ROUTE.
Northern Pacific R. R.

THE ONLY LINE

Running through trains to the East via. St. Paul Minneapolis or Duluth

ONLY LINE running Pullman Palace Cars.
ONLY LINE running Palace Dining Cars. (Meals 75 cents.)
ONLY LINE running Luxurious Day Coaches.
ONLY LINE running Elegant Emigrant Sleeping Cars, with berths FREE OF CHARGE.
☞ NO CHANGE OF CARS OF ANY CLASS.

ATLANTIC EXPRESS LEAVES PORTLAND 5:00 p.m. daily, arrives at Minneapolis or St. Paul, 12:25 noon FOURTH DAY. Connections made at St. Paul or Minneapolis for all points East, South and Southeast.

Through connection from Victoria made with Atlantic Express at Portland.

CHAS. S. FEE,
Gen. Pass. Agent, St. Paul
A. D. CHARLTON,
Gen. Western Pass. Agent
No. 2 Washington Street, Portland.
ROBT. IRVING, Agent, Victoria.

SECURE YOUR TICKETS
FOR
Overland Travel
BY THE GREAT
Albert Lea & R'k Isl'nd ROUTES.

Connecting with the N. P. R. R.
AT
ST. PAUL AND MINNEAPOLIS
COMFORT, SPEED,
PLEASURE, CHEAPNESS,
ALL COMBINED,
ROBERT IRVING, Agent, Victoria.
CHAS. KENNEDY, Passenger Agent, Portland, Oreg

Pacific Mail
Steamship Company.
THE COMPANY'S STEAMERS WILL SAIL FOR HONGKONG via YOKOHAMA as follows:
CITY OF PEKING, January 10th
City of Rio de Janeiro, Feb. 14th
Excursion tickets to Yokohama and return at reduced rates.
For NEW YORK via PANAMA.
SAN BLAS - Jan. 15th.
At 10 o'clock A. M.
Taking freight and passengers for Mazatlan, Acapulco, Champerico, San Jose de Guatamala, Acajutla, La Libertad and Punta Arenas.
For Honolulu, Auckland and Sydney.
CITY OF SYDNEY - Jan. 17th
at 2 o'clock p.m. or immediately on arrival of the English mails.
☞ $10 additional is charged for upper cabin passage.
For freight or passage apply at the office, corner First and Brannan streets.
WILLIAMS, DIMOND & CO., Gen. Agents.

European Steamship Company.
To and from Europe via the following Lines:
AMERICAN, INMAN, WHITE STAR,
ANCHOR, GUION, RED STAR,
ALLAN, NATIONAL CUNARD,
NORTH GERMAN LLOYDS, STATE,
HAMBURG-AMERICAN PACKET COMPANY
ROTTERDAM LINE, ITALIAN LINE
In Connection with Railroad Tickets Overland via
NEW YORK BOSTON BALTIMORE
PHILADELPHIA OR QUEBEC.
For information call on or address
A. L. MAXWELL,
Agent N. P. R. R. Co
Overland Ticket Office, Foot of Ash St.
PORTLAND, OREGON.
☞ Berths secured in advance by Telegraph.

ESTABLISHED 1864.
A. & W. WILSON,
Plumbers, Gas Fitters,
BELL HANGERS AND TINSMITHS.
Dealers in Best Descriptions
Heating and Cooking Stoves.
Ranges, Etc.
FORT STREET, VICTORIA, B. C.
TELEPHONE CALL, 126. (1)

FOR SALE.

THE HULL OF THE
STEAMER RUBY.
Including two propeller wheels, one four feet in diameter, and one four and one half feet in diameter; stern bearings and bolts for same; cast iron sleeve and stuffing box; one shaft ten feet long three inches in diameter, with two brass sleeves; one Gipsey windlass; one Government safety valve; one heater and piping. Apply to Turner, Beton & Co., at Moore's ship yard James Bay. sep29tf

CIGARS, TOBACCO, ETC.

FRANK CAMPBELL,
IMPORTER AND DEALER IN

FINE HAVANA CIGARS.
Meerschaum Pipes,
SMOKING TOBACCO
CORNER YATES AND GOVERNMENT STS.
VICTORIA, B. C.

KURTZ & Co.,
Pioneer White Labor
Cigar and Cigarette
Manufacturers.
Established, 1879.
VICTORIA, BRITISH COLUMBIA

Administrator's Notice.

In the Goods of Frederick Black, Late of Cassiar, Deceased.

All persons having claims against the estate of the deceased are hereby requested to send in their accounts to John Grant, of Victoria, administrator, on or before the 1st day of February, 1885, and all persons indebted to the above estate must pay their accounts forthwith to the administrator.

D. M. EBERTS,
Solicitor to the Administrator.
Victoria, Dec. 18, 1884.

COWICHAN
LUMBER YARD
WM. SUTTON, Proprietor.
DEALER IN ALL KINDS OF
Rough & Dressed Lumber
Doors, Sashes, Blinds, Etc.,
Wharf St., near James Bay Bridge,
VICTORIA, B. C.

Administrator's Notice.

In the Goods of Lawrence Redmond, Late of Cassiar, Deceased.

All persons having claims against the estate of the deceased, are hereby requested to send in their accounts to John Grant, of Victoria, administrator, on or before the 1st day of February, 1885, and all persons indebted to the above estate must pay their accounts forthwith to the administrator.

D. M. EBERTS,
Solicitor to the Administrator.
Victoria, Nov. 27, 1884. nov27-td

NOTICE!

ALL THOSE INDEBTED TO THE FIRM of Calibreath, Grant & Cook, Cassiar, are requested to call on the undersigned between now and the 1st February next, at the office of Rand & Lippsett, second door from the Telegraph office, Victoria, to settle their indebtedness, or legal steps will be taken to collect the same.

JOHN GRANT.
Victoria, Dec. 3rd, 1884. dec3-tf

PHOTOGRAPHS AND PICTURE FRAMES.

SPENCER AND HASTINGS
ARE
THE LEADING
Photographers.
OF
VICTORIA, B. C.
Gallery, - - Fort Street.

CANADIAN
Pacific Railway, B. C.
NOTICE.

From and after 1st January, 1885 (unless otherwise notified),

Freight and Passengers will be taken Through to Station Near Savona Bridge Crossing.

ROBT. WARD & CO,
Agents Andrew Onderdonk,
Victoria, 24th Dec., 1884. de26

Prize List.

TORONTO EXHIBITION.
1880—First Prize Fire Proof Safes—Goldie & McCulloch.
1882—Bronze Medal Burglar Proof Safe—Goldie & McCulloch.
1882—Bronze Medal Fire Proof Safe—Goldie & McCulloch.
1882—Silver Medal Fire and Burglar Safe—Goldie & McCulloch.
1882—First Prize Combination Lock—Goldie & McCulloch.
1884—Gold Medal (Highest Award ever given) Goldie & McCulloch.

MONTREAL.
1881—Diploma—Goldie & McCulloch.
1882—First Prize and Diploma—Goldie & McCulloch.
1884—Bronze Medal Fire Proof Safe—Goldie & McCulloch.
1884—Bronze Medal Burglar Proof Safe—Goldie & McCulloch.
1884—Silver Medal Fire and Burglar safe—Goldie & McCulloch.

OTTAWA.
1884—Gold Medal—Goldie & McCulloch.

ST. JOHN, N. B.
1884—Silver Medal—Goldie & McCulloch.

The above are all the HIGHEST PRIZES awarded at the different Exhibitions.

G. ROBERTSON, Victoria,
Agent for British Columbia. dec10-1m

PROF MORSE'S
Vaporizing Inhalers
Are for Sale by
LANGLEY & CO.,
DRUGGISTS, YATES ST.

Robt. Ward & Co.

Wharf Street, Victoria,
Merchants, Shipping,
—AND—
INSURANCE AGENTS

☞ Indents of Every Description of British and Foreign Merchandise Executed on the most favorable Terms.

☞ CHARTERS EFFECTED. ☜

IMPORTERS OF

Wines, Spirits,
Havana Cigars,
Giant Powder,
Caps, Fuse,
Cannery Material,
Fishing Nets, Twine, &c., &c.

—SOLE AGENTS FOR—

Curtiss' & Harvey's Blasting and Sporting Powder,
Joseph Kirkman & Sons, Prize Medal Piano-Fortes,
Jules Robin & Co.'s Brandy.

Royal Insurance Co.

ASSETS, $26,225,525.

☞ The Royal has a larger surplus EXCLUSIVE OF CAPITAL, than any other British Office.

Risks accepted, Policies issued, Losses promptly and liberally adjusted by the General Agents in Victoria,

ROBT. WARD & CO.

London & Lancashire

FIRE INSURANCE COMPANY.
CAPITAL $9,260,000.

Risks accepted at this Agency and Losses paid by

ROBT. WARD & CO.,
General Agents for B. C.

Standard Life Assurance Company.

ESTABLISHED 1825.

Accumulated Funds. $31,000,000.

The Standard is one of the wealthiest Life Offices in the world and offers every facility for Assurances and Endowments. The conditions of the Standard's policies are most liberal, and the Rates of Premium will compare favorably with those of any other first class office, offering similar advantages.

☞ Proposals received, Policies issued and losses paid in Victoria.

For Rates of Premium and full particulars apply to

ROBT. WARD & CO.,
Agents and Secretaries to the Local Board of Directors.

Union Marine Ins. Co.,
—AND—
London & Provincial
MARINE INSURANCE CO.

Risks accepted on HULLS, CARGOES OF ALL DESCRIPTIONS and TREASURE.

☞ Losses made payable in all parts of the world.

Robt. Ward & Co.,
Wharf Street, Victoria
Agents for British Columbia.

The Daily Times.

PUBLISHED EVERY AFTERNOON EXCEPT SUNDAY.

Victoria, Monday, Jan. 12, 1885.

THE DRY DOCK.

Among the questions that our representatives in the Commons should press upon the attention of the Government is the insufficiency of the dimensions of the dry dock. The contractors are now beginning work in earnest, having brought in last week fifty experienced workmen. Their contract with the Government will permit of the alteration proposed, and we assume they would not be averse to the change, as a proportionate increase would be made in the price they are to receive. The size of the dock, as now contemplated, will be wholly inadequate for the marine monsters of the future. At St. Johns, New Foundland, the Messrs. Simpson, of New York, have just completed a wooden dry dock which is the largest on this side of the Atlantic, and we believe the only one yet completed in British America. Its cost was $550,000, and its dimensions are;

Length on top from inside of head measured upon center line, to gate when at outer sill	640 ft
Length upon line of keel blocking	538 ft
Width on top at head	78 ft 6 ins
Width on top in body	132 ft 4 ins
Width on top at abutment	85 ft
Entrance between piers	150 ft
Bottom width at head	16 ft
Bottom width at first angle	49 ft 10 ins
Width to inner end of abutment	46 ft 10 ins
Width through the abutment as far as to outer gate sill	52 ft 5 ins
Width at outer end of table	78 ft 8 ins
Draft of water over gate sill at high water, spring tides	25 ft
Depth of dock	31 ft

This dock will take the largest ship afloat, cargo and all, with the exception of the Great Eastern. The contractors have agreed to operate it for ten years at a rental of $15,000, and as the interest on its cost is but $24,000 the government of that Province loses only $9,000 a year. This sum, however, will be more than made up by the increased revenues of the port of St. Johns and the advantages in the way of disbursements and employment of labor in connection with the dock. The Messrs. Simpson now operate two docks in New York. In one of these, two years ago, the City of Berlin was docked for six weeks; the dockage footing up to $39,000. At the same time, in their other dock, a French steamer paid $23,000 for dockage in about the same length of time.

There is not, at the present time, it is true, the same necessity for a dock of the above dimensions at Esquimalt as there is on the Atlantic coast. But the necessity will arise in the next ten years, if indeed it is not sooner demonstrated that a dock only 400 feet long was a gigantic blunder. The cost to increase it to 500 or 600 feet would doubtless be considerable, but it will be very little compared to what it would be in a few years hence, and after its completion on the present plan. The C. P. R. authorities and the Provincial Government are both interested in this matter, and doubtless they have already made representations to the Dominion Government in the direction advocated by THE TIMES. At the earliest opportunity upon the opening of the approaching session of the Dominion Parliament, the Government should be questioned as to its intentions in regard to the matter.

MISSTATEMENTS OF "THE PEOPLE."

The editor of the above meteoric sheet, minus the luminous quality, did not have in his mind's eye the maxim, "Be sure you're right, then go ahead," when he presented to his readers the action of the member for Cassiar, on the Kootenay bill when it was before the House. We have simply to say that *The People's* statement is absolutly false.

Generally speaking, however, it is as near the truth as that erratic publication gets. More anon.

HAVING admitted by their presence at the Berlin conference, the right of nations jointly to interfere in matters on the African continent which affect the interests of the whole, the United States cannot logically contend as some American newspapers do that the Munroe doctrine must be applied in the control of the Panama canal to the exclusion of European powers no matter how great their maritime interests. It looks to an outsider as if the Americans by going to Berlin, had yielded the only ground upon which their exclusive contentions could be logically defended.

THE premier of the little 3x6 province in the Gulf of St. Lawrence, known as Prince Edward Island, is just now in Ottawa pressing upon the government the claims of his parish to representation in the cabinet. He complains that great injustice has been done to the people of the island in being deprived, since the death of the Hon. J. C. Pope, of a "friend at court." He considers that the vacant portfolio of the Minister of Railways and Canals should be given to a Prince Edward Islander. This province is territorially smaller than Vancouver Island, and yet the great province of British Columbia has never put forward any claim to a seat in the cabinet. Is it not time that she did? Quebec and Ontario have a corner in portfolios that ought to be broken. Western Ontario is no longer the limit of settlement, or the confines of civilization. The center of population is steadily moving westward, and in a few years more will be nearer Winnipeg than Ontario. Our interests are not always identical with those of the eastern provinces, and without a voice at the council board they must of necessity suffer. Our representatives should press upon the government in this respect. By acting unitedly and independently the prize can be secured.

THE BRITISH POST OFFICE.

The British post office, says the Ottawa *Free Press*, is a wonderful institution. It carries letters and newspapers; telegraph messages; issues money orders; banks savings, as small as a card with twelve penny postage stamps stuck upon it; issues annuities to British residents; insures lives; carries money; issues postal notes for small sums which are bankable and commerciable; and finally conducts an express business for small parcels. Of letters, it carries and delivers thirteen hundred millions annually; and of newspapers, nearly seventeen millions; and eighteen and a half million stamps are annually used. It has 14,918 offices $202,000,000 of deposits; over six million of depositors, of whom one million have been added in four yours, and of this one million one fourth are young children. The postal telegraph transmitted thirty-three million telegrams last year; and next year its rates for transmitting such messages will be for short distances the lowest in the world. The postal parcel express service carried twenty-two million packages last year and has been nearly two years in operation. The first year it did not pay; but this year it has nearly met expenses, through the late Mr. Fawcett's success in discovering the leaks. On the whole of this multifarious service there is an annual surplus of $13,400,000. Compare this with the American postal deficit of $3,000,000. The postal rates in the two countries are the same; but it is probable that the Americans will this coming year accustom their expenditure under a new administration to the reduced revenue.

This evening's issue of THE TIMES is delayed for half an hour in order that we might be able to place the Lieut.-Governor's speech before our readers. The lateness of the hour at which it was delivered precludes any comment in this issue.

A TWENTY-FOUR hour clock would be no novelty. From a musty nook in the Washington patent office there has been exhumed a clock on the dial of which 24 hours are marked. It is about 211 years old. The patent has very likely expired.

THERE is no disease in the presence of which medical men seem more helpless than diphtheria, concerning the cause and cure of which medical science has made little progress that is satisfactory. There is a general agreement of opinion that unsanitary dwellings are the chief if not the sole propagators of diphtheria, which is more amenable to prevention than to treatment.

A. B. WILSON, the father of the sewing machine industry, who lately died, was the victim of dissipation. For some time his shambling figure, clad in rough garments, shod with dilapidated shoes, and crowned with a slouched hat, from under which struggled his grizzled hair, has attracted much attention on the streets. Gradually his condition grew worse, until his forbearing family could put up with it no longer, and he was removed to the insane asylum in Hartford, a hopeless wreck.

THE receipts from shipping on the Suez Canal in November amounted to 4,230,000 francs, against 4,704,832f. in the same month of 1883, and 4,373,083f. in 1882. The number of ships that passed through the canal in the last two years was almost stationary, or 3057 in 1884, against 3066 in 1883. The falling off in the receipts this year is due to the reduction of 50 centimes per ton in the tolls on the 1st January last year, and the abolition of pilotage dues since the 1st July. A further reduction of 50 centimes per ton was made from the 1st of January last.

MR. SIMPSON, of Montreal, a C. E. of the C. P. R., is testing the right of landlords to let unsanitary dwellings. Having lost several children by diphtheria, which his physicians attribute to the bad sanitary condition of the house, he has sued his landlord for damages. Undoubtedly a man has no right to build, maintain, and let an unfit house. But if he succeeds in getting a judgment, we may look out for a whole host of similar suits in this city, if only one-half of what the *Colonist* has written about the frightful mortality from defective drainage is true. Even some of the Celestial tenants of the philanthropical lover of the world, may show their ingratitude by attempting to recover damages on what would be as a matter of course, purely trumped up charges.

Lumber Shipment for December.

Three vessels sailed from Burrard Inlet during December with lumber, etc. The Phineas Pendleton went to Nagasaki with 67,522 ft. tongue and grooved, 101,077 ft. deck plank, 95,631 ft. ceiling, 517,866 ft. clear rough, 40 knees and 105 spars. The Tranmere went to Melbourne with 667,937 ft. rough, 948 bdls pickets and 800 bdls lath. The Arabella, for Adelaide, had 517,441 ft rough, 15,300 ft. pickets and 780 bdls lath. During the same month six vessels sailed foreign with lumber from Puget Sound. Two loaded at Blakeley and one each at Tacoma, Ludlow and Discovery. Three went to Melbourne and one each to Honolulu, Panama and Valparaiso. They carried 3,637,744 rough, 215,430 ft. dressed, 75,000 ft. tongue and grooved, 61,315 pickets and 220,384 lath, of the total value of $42,626. The Lily Grace, for Valparaiso, also, carried 1200 cs salmon.

A British Bark Wrecked.

The British bark Abbey Cowper, from Mollendo to Portland, went ashore on the north sands of Shoalwater Bay bar off the coast of Washington Territory, in a dense fog Sunday night, January 4th. The crew took to the boats Monday morning. One boat was swamped and was in heavy breakers two hours. All hands, eighteen in number, were saved. The bark is a total wreck. She was consigned to Sibson, Church & Co., Portland. The Abbey Cowper was an iron bark of 699 tons register, belonging to Doward, Dickson & Co., of Liverpool. She was launched at Pallion, England, in April, 1875, and has been well known on this coast.

A Good Resolution

To make this time of year is to buy your stationery, books and supplies from J. B. Ferguson & Co.

TELEGRAPHIC.

British Dispatches.

The Corean Question.

Special Dispatches to THE TIMES.

LONDON, Jan. 12.—A dispatch from Tientsu to the Times says that China and Japan have agreed to submit the Corean question to the mediation of representatives of England, Germany and America.

The G. O. M.'s Health.

LONDON, Jan. 12.—Gladstone's health is pronounced greatly improved.

Heavy Failure.

LIVERPOOL, Jan. 12.—The failure of the large firm of Brown, West & Co., cotton brokers, is announced. The amount of their liabilities on the Cotton Exchange is 30,000 bales.

Arrived Out.

LONDON, Jan. 12.—The steamers Moravian and State of Nevada have arrived out.

Disastrous Storm.

LONDON, Jan 12.—A severe gale prevails along the whole of the British coast, and dispatches from points where telegraph lines are not prostrated, report a number of vessels wrecked and many lives lost.

American Dispatches.

Special Dispatches to THE TIMES

Fire at Yonkers.

YONKERS, N. Y., Jan. 12.—Early this morning a fire was discovered in the four story brick building on Dock street, occupied by Reed & Cormick, manufacturing chemists, Maltine Manufacturing Co, and the New York Pharmaceutal Association. The building was entirely destroyed. Another and smaller building was damaged. Loss over $200,000; insurance light.

Death of a Dean.

BOSTON, Jan. 12.—Prof. Henry Laurence Eastis, Dean of Harvard Scientific School, died at his residence in Cambridge yesterday aged 66 years.

General Grant's Health.

NEW YORK, Jan. 12.—General Grant's physicians said last night, in response to inquiries regarding the general's health, that there was nothing that would justify the assertion that he is seriously ill. He is not in a critical condition.

A Lucretia Borgia.

EAST LIVERPOOL, Ohio, Jan. 12.—Annie VanFossen, the young woman accused of poisoning M. VanFossen and McBane families in this city, waived in preliminary hearing and pleaded not guilty. She was remanded to jail, charged with murder in the first degree. No other deaths have occurred, and the victims are all in a fair way of recovery.

Foreign Dispatches.

Special Dispatch to THE TIMES.

Overtaken by Fate.

MADRID, Jan. 12.—A hurricane in the province of Malada to-day completely ruined many places that suffered by the earthquake. The camp in which the fugitives from Pering had taken refuge was completely detroyed.

Still Shaking.

GIBRALTAR, Jan. 12.—Slight earthquake shocks were felt here to-day.

Delayed Steamers.

It would be a matter of great convenience to the people of this city if the captains of the O. R. & Co.'s steamers on the Victoria route, were instructed, by the proper officials, to notify, by telegraph, Mr. Robt. Irving, their agent at this port, whenever the boats are late in leaving Tacoma. Yesterday, for instance, the Starr did not reach here until nearly 7 o'clock at night, having left Tacoma at 5 o'clock in the morning instead of 8 o'clock the night before, as they usually do. The result of this was that many people were kept waiting at the wharf from one o'clock in the afternoon until nearly seven at night. The agent here of the O. R. & N. did not know any more about what time she would arrive than anybody else, and that was absolutely nothing. The only information had in such cases is simply guess work. The boats may arrive in time, and they may not arrive for a week. No one ever knows anything about it. People who have relations or friends coming, go to the agent of the company here, as has been done frequently during the present winter, and ask if the boat left Tacoma on time. He replies that he knows nothing about it. Then they are compelled to stand around the dock all day, or else take the chance of missing the expected ones entirely. This is a mistake. It would only cost fifty cents to telegraph the agent, and it should be done every day whether the boat leaves Tacoma on time or is late. By so doing people would know when to look for their arrival.

The Damage Very Slight.

By this evening the general merchandise portion of the cargo of the Rover of the Seas will be all out. It has been seen that about the only damage done by the fire was to some general effects belonging to Capt. Gordon, which he was having brought out from England. Some furniture of the Captain's was pretty badly burned. The damage by fire to the vessel will fall under $50. The bark will be taken to the wharf of the C. P. N. Co., where the shears are located, for the purpose of discharging two boilers, weighing five tons each, for the Vancouver Coal Company. Much of the freight of the bark is in perfect condition, the principal damage being to some paper, and a few other articles.

The Y. M. C. A.

The Young Men's Christian Association of Victoria have secured a large room in the new Galpin block, corner of Government and Fort streets, where they will move in about two weeks. The library will be transferred to the new quarters, and a portion of the large room will be fitted up for a parlor. It is probable that an entertainment of some kind will be given in the rooms on the evening they are opened to the public.

Steadily Progressing.

Advices from the west end of the track to the 4th ult., state that the track was laid to Old Man's Creek, about two miles west of the First Crossing of the Columbia river. It was expected it would reach Beaver Crossing on or about the 20th ult. The bridge was finished on the 1st inst., and track-laying was resumed next day.

Coming to B. C.

At the Toronto convention of Conservatives, Sir John A. Macdonald intimated that he would shortly make a tour from Quebec to British Columbia. When the C.P.R. is completed probably.

$25, $50, $75, $100.

Lots at Coal Harbor at above prices for sale by Rand & Lipsett, real estate broker, Government street, Victoria, B. C.

Hibben & Co. have Blank Books made to order.

NEW TO-DAY.

Albion House.

GREAT SALE OF

DRY GOODS!

FOR

7 Days Only.

COMMENCING

Thursday, 15th Inst.

The Entire Stock Marked Down to Unprecedentedly Low Figures.

ALBION HOUSE.

Brown & White.

Esquimalt Mail Stage.

From and after this date the fare by the mail stage running between

VICTORIA and ESQUIMALT

Will be 15 cents each trip, or

EIGHT SINGLE TRIP TICKETS, $1

Apply at office of

W. G. BOWMAN.

Broad Street, opposite Trounce Alley.

Victoria, October 24, 1884 oct 24-1m

WANTED

ADVERTISEMENTS under this head, three insertions, 50 cents; six insertions, 75 cents.

WANTED by a young man, situation as clerk or business manager. No objection to travel, well acquainted with the merchants in the upper country. Best of references. ja10 Address—TRAVELER, TIMES OFFICE.

WANTED—One or two gentlemen can obtain either a single or double room, with or without board, in a private family. Address—MRS. DRISCOLL, ja16-3t James Bay.

WANTED a position in a store or office by a young man of experience; first class references furnished; wages no object. Address, POSITION, ja7-tf TIMES OFFICE.

WANTED—Nursing or day work, by a competent woman. Apply at ja5 THE TIMES Office.

WANTED—To let, in a private family, one nicely furnished bedroom, also a hall of rooms. Address M. A., TIMES Office. de31

WANTED—People to buy 1000 Rockford quick train watches, the best and most correct time watch manufactured, from G. W. A. Lange & Son. no25-tf

WANTED—Five hundred men daily, to buy their boots and shoes at the Queen Shoe House. no25tf

WANTED—The people to know that Neufelder & Ross keep the finest stock of fancy groceries for the holiday trade. no25-tf

WANTED—Five hundred new subscribers for the DAILY TIMES, which will be delivered at their residences for 25 cents per week.

WANTED—All the babies in town to have their photographs taken at Hall & Lowe's. no25tf

WANTED—One thousand new subscribers for the WEEKLY TIMES, which contains 42 columns of solid reading matter every week, and is the best family newspaper in the Province. Subscription price only $2.00 per annum.

TRY IT—Try an advertisement under this heading if you require a situation. The rate is nominal—only 50 cents for three insertions.

BUSINESS CHANCES.

A YOUNG MAN with a small capital wishes to invest an equal share in a paying business. Manufacturing preferred. Address Z, care TIMES Office. ja5

PERSONAL.

ANY PERSON knowing anything of the whereabouts of one F. J. Sargent, who, it is supposed, was formerly employed on the pilot boat Mary Taylor, and who is supposed to have left this city about nine months ago for Port Townsend, will oblige by sending such information to THE TIMES Office.

FOUND.

FOUND—Between the saw mills wharf and Camp Ore. E. & N. Railway, a pocket book containing valuable papers, belonging to J. W. Graham who can obtain the same by proving property and paying for this advertisement. Apply at TIMES OFFICE. de18

FOUND—A Security key for a Yale lock. Owner can recover same by paying four bits for this advertisement, at THE TIMES Office.

LOST.

LOST—On Friday evening, an amethyst ring (antique). The finder will please return it to THE TIMES Office. ja12

HOTELS AND RESTAURANTS

Grand Pacific Hotel.

Cor. Johnson and Store sts., Victoria, B. C.

This new three-story fire-proof Brick Building was expressly built for the accommodation of well-furnished rooms and is one of the best located Houses in the City.

$1.00 A DAY AND UPWARDS.

The bar will be found well stocked with the best brands of wines, liquors and cigars. Billiards and Pool Tables.

DAVID ELLIS, (Late of the Commercial) Proprietor.

GUNSMITHS, ETC.

HAS ARRIVED!

THOMAS THOMPSON,

Practical Gunmaker from Birmingham, England.

Has also had 22 years experience in the leading Fire-Arm Factories of the United States. Rifles recut and rerighted. Sewing Machines repaired, Cutlery ground and set. Locksmithing and General Repairing done. All work guaranteed.

Shop—17 Yates St., next to S. E. Kelly & Co. P. O. Box 420. oct 13-tf

LIDDLE & KAEDING,

Sole Agents for the famous

Breech-Loading Shotgun of W. & C. Scott & Son, Parker Brothers, Colt, Remington, American Arms Company and C. Smith.

538 Washington St., San Francisco. oct 13-3m

TEMPERANCE SOCIETIES.

BLUE RIBBON CLUB.

AN ENTERTAINMENT IS GIVEN AT TEMPERANCE Hall every Saturday evening. Good Temperance speakers and Musical Selections with Recitations, forming a good programme. The Blue Ribbon Band will be in attendance. All are cordially invited. Chair taken at 8 o'clock precisely. HENRY RUDGE, President.

THE Y. W. C. T. U. OF VICTORIA MEETS every 2nd and 4th Monday in each month at Temperance Hall, on Pandora st., at 7.30 p. m. A good programme and sociable time at every meeting. Strangers cordially invited. no5-tf

Perseverance Lodge No. 1. I. O. G. T. MEETS EVERY TUESDAY EVENING AT Temperance Hall, Pandora street, at 8 o'clock. Visiting brethren are cordially invited to attend.

Christmas Cards,

HOLIDAY PRESENTS,

Xmas Gift Books!

Have Just Received, and now being Opened up, a New Importation, Making the Finest Stock Ever Shown in Victoria, at

C. MORTON'S,

Government Street, near Fort.

Esquimalt & Nanaimo R. R. Co.

NOTICE.

THE PLAN AND BOOK OF REFERENCE of the Lands required by the Esquimalt and Nanaimo Railway Co., in the Districts of Esquimalt District, Goldstream, and the piece of land lying between Goldstream and the Southern Boundary of Shawnigan District, have been deposited in the office of the Chief Commissioner of Lands and Works, Victoria.

CHAS. E. POOLEY Secretary.

Dated Victoria, 5th Jan., 1885. ja6

Notice to Builders.

TENDERS will be received by the undersigned up to Saturday, 17th January, at noon, for the erection and completion of two Cottage residences to be erected on Quadra street, near Yates street, for H. L. Jones, Esq.

Lowest or any tender will not necessarily be accepted. JNO. TEAGUE, Architect

ja6 Government street.

Notice to Builders.

TENDERS will be received by the undersigned up to 4 p. m., Saturday, 17th January, for the erection and completion of an Episcopal Church (frame) at North Saanich.

The lowest or any tender will not necessarily be accepted. JNO. TEAGUE, Architect.

ja6

To Contractors.

TENDERS will be received up to the 10th day of February next, for clearing, grading and bridging 20 miles of the Esquimalt and Nanaimo Railway from Esquimalt northward.

Plans, specifications and bills of quantities can be seen at the Company's office, Victoria, B. C., where tenders are to be left.

Further information may be obtained on application to J. Hunter, Chief Engineer.

R. DUNSMUIR, President E. & N. Railway Co. ja9

Esquimalt & Nanaimo R. R. Co.

NOTICE.

THE PLAN AND BOOKS OF REFERENCE of the Lands required by the Esquimalt and Nanaimo Railway Co., in the Districts of Shawnigan District, Cowichan District, Quamichan District, Somenos District and Chemainus District, have been deposited in the office of Mr. Henry Fry, Government Agent, Cowichan.

CHAS. E. POOLEY, Secretary.

Dated Victoria, 5th Jan., 1885. ja6

TO RENT.

ROOMS TO LET,—Good, comfortable furnished rooms, James Bay, to let. Terms reasonable. Apply at this office. ja2-3t

VICTORIA STEAM LAUNDRY COMPANY.

LAUNDRY, VICTORIA WEST

OFFICE—Government Street, Over London House.

TELEPHONE CALL 61.

This Company has been formed for the purpose of purifying and

Doing up Every Description of Wearing Apparel by Steam.

AT REASONABLE RATES and with an expedition heretofore unknown in Victoria.

Soiled Garments delivered to our carriers shall be returned, if required, the same day.

Experienced Laundrymen from San Francisco will be engaged, and all work done by us will be guaranteed to give entire satisfaction.

Wagons will collect and deliver clothes at customers' residences daily.

Plain and Fancy Articles Done Up.

FLANNELS and BLANKETS and Lace Curtains washed and ironed by an improved process.

JOHN. A FRASER, Manager.

dec22

CANADIAN PACIFIC NAVIGATION CO., LIMITED.

Taking effect from December 1st, Steamers will leave as follows, viz:—

EAST COAST ROUTE.

FROM VICTORIA FOR	MONDAY.	TUESDAY.	WED'SADY.	THURSDAY.	FRIDAY.	SATURD'
Nanaimo & Intermediate Pts	7 A. M.		7 A. M.		7 A. M.	
Comox			7 A. M.			

FRASER RIVER ROUTE.

FROM VICTORIA FOR	MONDAY.	TUESDAY.	WED'SDAY.	THURSDAY.	FRIDAY.	SATURD'Y
Ladner's Landing, New Westminster and Pt Hammond		7 A. M.			7 A. M.	
Plumper Pass & Granv'le, Moody'le, Pt Moody					7 A. M. 7 A. M.	

NOTE—Freight for Hope, Yale and Points in the Interior must be shipped via Port Hammond. Shippers are requested to mark weight on each package. No freight will be received after 5 p. m.

JNO. IRVING, Manager.

EX. JAMES G. BAIN.

A COMPLETE ASSORTMENT OF

ENGLISH AND FRENCH

FANCY GROCERIES,

OILMEN STORES

WINES & LIQUORS.

LOOK OUT FOR OUR NEW FRUITS,

Now due by Steam and Rail

DIRECT FROM THE MEDITERANEAN.

At Last!

The Terminus Question has been decided.

The Surveyors are now Locating the Extension to

VANCOUVER

On Coal Harbor,

Where we have for Sale the

Most Central Business Property,

Finest Water Frontage, and the

Best Situated Residential Property,

BY THE LOT, BY THE BLOCK, BY THE ACRE.

The Land immediately adjoining Granville is now being cleared and a rebate of Fifty per cent is now being offered to purchasers agreeing to build.

The owners of this property, while willing to give easy terms of payment, are ready to give a *clear and unencumbered title* to parties desirous of paying in full.

Now is your Time to Invest!

Plans and Price Lists can be had on application.

Robertson, McLagan & Co.,

Government Street, VICTORIA.

Second door south of P. O.

E. STEVENSON,

M. D., M. C. P.S., ONT.

Homeopathic Physician & Surgeon.

View St., above Douglas, no15-tf Victoria, B. C.

COAL HARBOR

IMPORTANT TO INVESTORS.

Having opened an office in

GRANVILLE,

On Coal Harbor, and as we have for sale all the

Best Property in the Townsite,

Intending investors should call on us before purchasing, when we will take pleasure in showing them the different properties for sale. As the advantage of being able to buy on the ground is of the greatest importance, investors should not fail to take advantage of the facilities offered by us.

F.C. Innes & Co

PORTLAND ADVERTISEMENTS.

W. H. S. QUIX. H. SHAWARD. L. FELDMANN.

L. FELDMANN & CO.,

Importers and Wholesale Dealers in

WOOD AND WILLOW WARE,

PROPRIETORS OF

SUNSET BROOM FACTORY.

AND MANUFACTURERS OF

BRUSHES.

18 and 20 FRONT STREET

PORTLAND, OREGON.

NOT DEAD

BUT READY TO DYE

THE DYE WORKS GIVES NOTICE THAT work wanted for the holidays should be sent in at once to prevent disappointment. Gentlemen's Clothing renovated and repaired.

T. W. PIERRE,

Tailor and Dyer, Yates St.

dec17-1m

PORT WINE.

Cockburn, Smithes & Co.,

Opdrto and London.

TURNER, BEETON & CO.,

Have been appointed Agents for the above firm.

Just landed from Estrella de Chile

Hogsheads — Quarters and Octaves — Cockburn's Fine Port.

Hogsheads — Cockburn's Very Fine Old Port.

Specially suited for Invalids.

DRY GOODS AND CLOTHING.

The Nobbiest

Pants & Suits

Latest English and American Patterns Of Our Own Selections.

LEASK & CO.,

Fort Street.

Burns' Anniversary.

THE

St. Andrews & Caledonian Society

Will give their

ANNUAL BALL

AT THE

Pavilion Skating Rink

ON

FRIDAY, JANUARY 23rd.

TICKETS - - - - $3 00

To be had of any member of the Committee.

dec23-td JAS. RUSSELL, Sec'y.

NEW

COLONIAL HOTEL!

Columbia St., New Westminster, B. C.

This new and elegant hotel is NOW OPEN and ready for the reception of guests.

The building and furniture are entirely new throughout, and it is the

BEST FURNISHED HOTEL

IN BRITISH COLUMBIA.

The Building is Fire-Proof throughout, is most complete in all its appointments, and strictly First-Class.

Rooms may be secured by Telegraph.

J. E. INSLEY, Proprietor.

CHAS. WILSON, Manager.

dec 6-tf

The Daily Times.

PUBLISHED EVERY AFTERNOON EXCEPT SUNDAY.

Victoria, Monday, Jan. 12, 1885.

Arrival and Departure of Steamers.

FOR PORT TOWNSEND and all points on the Sound—O. R. & N. Co.'s steamers leave Victoria every morning, Sundays excepted, at 4 a. m., standard time, or 1:30 Victoria time, making close connection with the N. P. R. R. at Tacoma.

FOR SEATTLE, via Port Townsend—The Eliza Anderson leaves every Sunday; Wednesday and Friday mornings at 2 a. m.

FOR NANAIMO—The Enterprise leaves Monday, Wednesday and Friday at 7 a. m., returning on the alternate days.

FOR NANAIMO.—The Amelia sails every Monday, Wednesday and Friday Morning at 7 o'clock.

FOR BURRARD INLET—The Steam Schooner Grace leaves Turner & Co.'s wharf every Monday evening at 5 o'clock.

FOR NEW WESTMINSTER—The Yosemite leaves Tuesday and Friday at 7 a. m.

NEW WESTMINSTER ROUTE—Steamer Idaho will leave Tacoma every Sunday at noon, Seattle at midnight, Port Townsend at 8 a. m. Monday, arrive at New Westminster noon Tuesday.

Leave New Westminster 8 a. m. Wednesday, arrive at Tacoma Thursday p. m.

FOR NEW WESTMINSTER, PORT HAMMOND, CHILLIWHACK and way Ports.—The steamer Teaser leaves Turner, Beeing & Co.'s wharf Sundays and Wednesdays at 8 a. m.

To Our City Subscribers.

We would respectfully request our city subscribers who fail to get their paper regularly, or who receive it unreasonably late, to notify the office promptly of the same. By complying with this request any irregularities in the delivery of the paper can be readily corrected.

CITY AND PROVINCE.

—Owing to the heavy pressure upon our third page some local news will be found on the editorial page. Most of our telegraphic news was crowded out, together with some local matters.

"S. J." will please call on the Secretary at the Y. M. C. A. rooms.

—Blockade raised—Elgin Butter arrived at Neufelder & Rose. *

—The Starr last evening brought 534 head of sheep for Van Volkenburgh & Co. She also brought 51 head of hogs and 816 sacks of flour.

—The weather at New Westminster at the close of the week was mild and fair, and the ice was rapidly disappearing from the river.

—In his speech on Saturday evening, Mr. Fell said he "had no axe to grind but that of the people." Did he mean the citizens, or Mr. Nuttall's "People?"

—According to the Guardian New Westminster bids fair to be very lively from a social standpoint. There are four public balls on the tapis, with a prospect of still more.

—The funeral of the late J. W. Swanwick took place yesterday. The Garrison Artillery and Rifles, in uniform, accompanied by the Fire Department, were present in the funeral procession.

—The Geo. E. Starr did not arrive until 6:30 o'clock last evening. The delay was owing to the fact that the train from the east did not put in an appearance at Tacoma until nearly 5 o'clock in the morning.

—In Police Court this morning two Indians and one Indian woman were fined for being drunk and disorderly. The hearing of the case against Brown for stealing wood was adjourned till tomorrow.

—The B. B. R & N. Co. stockholders will meet in Whatcom on the third Wednesday in January. We understand that the C. B. & R. Co. railroad company will also have a meeting at an early date in San Francisco, to take action in regard to their completion of the completion of ther projected line to British Columbia. Whatcom Reveile.

—The steamer Princess Louise to-day brought the following passengers from New Westminster: Mrs McLaren, Messrs H Beatty, W L Hamilton, W B Higgins, Lundabaum, R Alexander, H Coon, J W Cowper, J Cunningham, J Orr, L Willie, Turner, Conner, LeClare, C D Rand, C Robertson, G Robenett, Stevenson and others.

—The Mexico, which left San Francisco on Saturday, brings the following passengers:—Mrs Williams, R McLeese, Miss L Borchers, J W Williams, E J Johnson, F A Getz, J Redout, G Newman and two Chinese, J Fry, John Lanspise, J Johnson, J Geroux, A Kasson, Jno Carrie, J C Cohn, C Leefries, and T Benton.

—The following passengers arrived from the Sound on the Geo. E. Starr last evening:—R James, W Carlyon, S Stevens, J English, W Elliott, Dr McSwain and family, Miss E Major, Miss Marten, J McDonald, J Romnay, Dong Gong, J M Proctor, Mrs Gibson, J MacLeod and wife, S Carey, H E Pardue, M Chaffey, H Chaffey, G Wright, F Rivers, C Williams, P Carr, A Miller, J G Gray, A Elliott.

Immigration Prospects.

In conversation with Mr. J. H. McTavish, Canadian Pacific Railway Land Commissioner, to-day, a question was asked in reference to the prospects for immigration next year. Mr. McTavish stated that from all he could learn and judging by the inquiries about the country and his general correspondence with the people interested, there was little doubt that a very large immigration to this country next year would take place. The effect of the excellent advertising the country had got was beginning to show itself by enquiries about lands, etc. He referred to a letter from Mr. Alex. Begg, the company's immigration agent in London, in which it stated that great good was being done by the members of the British Association who visited Canada and the Northwest last fall. No less than six of them had turned free lecturers on the country. A very large number of articles particularly favorable to the Northwest had been published, and there was little doubt that thousands would be induced to emigrate from England to this country as a result.—Winnipeg Sun.

The Terminl.

There is some rivalry as to the eastern terminus of the C. P. R. The western end will be at Vancouver on Coal Harbor, but it has not yet been decided where its Atlantic port will be. A deputation was recently organized among members of the board of trade of Quebec, for the purpose of going to Montreal during the banquet to Sir John McDonald to interview him on the subject. They were to remind him of his promise to locate it at the ancient capital. But Sir John has already indicated that Louisburg, Cape Breton, is the final objective point of the road. The two terminal points must be readily accessible at all seasons of the year; it is well known that Quebec is only so for six or seven months.

New Westminster Nominations.

Press dispatch.

NEW WESTMINSTER, Jan. 12.—At the municipal nominations held here to-day the following were elected by acclamation: Mayor—Mr. Dickinson. St. Patrick's ward—Mr. J. A. Calbeck and Mr. Benj. Douglas. St. George ward—Messrs. Robert Deane, R. Shiles, and H. Lillett. St. Andrew's ward—Messrs. John Hendry and John E. Lord. Chief Engineer—W. McCalk, assistant engineer, John Walsh, both the latter were re-elected.

School Books.

It is generally understood that Ferguson's is headquarters for School Books and School supplies.

All kinds of Blank Books at Hibben & Co's.

THE PUBLIC MEETING.

The Council's Defence—No Criticisms Offered.

Philharmonic Hall was crowded on Saturday night to hear the announced addresses of the Mayor and Councilors. On the platform were Mayor Carey, Councilors Wrigleswortb and W. A. Robertson and Messrs. Jas. Fell and Welch.

Mayor Carey, having invited any of the intending candidates to a seat on the platform, addressed the meeting. He stated that the object of the meeting was to give the ratepayers a statement of the work done during the year. A large amount of useless agitation had been indulged in lately, and the newspapers had grossly misrepresented matters. When the present Council came into office they found the city in debt about $3000. There was a lot of old law accounts which had been contracted by previous Councils, and these were but recently presented to the Council. This year all debts or liabilities contracted were paid in full, and a statement was before the electors for their consideration. During the year nearly $22,000 had been expended on street improvements. No previous Council had done so much and paid for it. The present Council had found 25 men employed, and not one single dollar to pay them with. In regard to the Water Works there had never been so successful a year. More mains had been laid, more hydrants constructed, and more revenue derived than ever before. He had been blamed for not having signed a check for the payment of Drake & Jackson's bill. This and some other accounts had been contracted years ago, some of them without the authorization of the Council, but merely by order of the Mayor. The persons who contracted the debts should pay them. In one suit in which the opposing lawyer's fees were $40, this legal firm charged the city $150. In defending an appeal from a conviction for breach of the hack by-law, which was drawn up by themselves, Messrs. Drake & Jackson charged the city $170 for defending their own rotten by-law. The Council unanimously refused to pay the bill, and the ratepayers blamed him (Carey) for not signing the cheque fraudulently. A great deal had been said lately about sewerage, sewer gas, malaria, death and destruction, increased death rate, etc., and he was the cause of it all. (Laughter.) It was evident that it was wanted to work up the passage of an $800,000 loan to place in the hands of a syndicate. He referred to a new system of sewerage lately adopted and closed by asking for the ratepayers support at the coming election. (Cheers.)

Councilor Wrigleswortb endorsed the remarks of the Mayor in regard to the misrepresentations of the newspapers. The council had divided their patronage among all the papers and still they had not a paper to defend them. The council should be situated as a government with one paper which would defend their course. The commencement of the present trouble was when the council opposed the government sale of the James Bay lots. Then the papers began to agitate the malaria and sewerage cry. He had supported a loan of $100,000 for the building of a lockup, as the government had notified them to vacate the old one; the purchase of the electric light plant, and the construction of reservoirs. Had the electric light apparatus been purchased in July, the light power could have been doubled, and at the expiration of eight years enough would have been saved to have paid for the plant. The sewerage question had been agitated by several councilors and the very parties, who opposed the spending of $5000, by the present council, are now advocating a loan of $800,000. In the published platforms of the candidates there is not a single new idea. Everyone of their projects had been considered by the present council and they were incorporated in the loan by-law. The council had been blamed for the sickness in the city, but the fault was with the by-laws, and the disinclination of the citizens to obey the laws. But when a nuisance is found to exist it takes three weeks or a month to remedy it. He had opposed the payment of the bill of Drake & Jackson. Some of the accounts had been contracted by previous mayors without any authority of the council on record, and now the present council is asked to pay the bill. The principle was the same whether the amount was $1 or $50,000, and if the new council do not allow the appeal to go to the Canadian Courts, there is nothing to prevent any council or mayor contracting debts to the amount of the revenue of the coming year. In the recent seizure the sheriff had a duty to perform, but he had done it in a very high-handed manner. In regard to an article in the Post he said, "a more garbled, trumped up, falsified statement had never been put before the public." He advised the electors to be careful in their choice of candidates. (Cheers).

Councilor W. A. Robertson said the largest amount of work done was on Yates street. This was a legacy from the old council, but it had been well done. According to the report of the preceding mayor there was a surplus of $350, but it was found that there was really a deficit of $3,000. It was not on account of animosity that he opposed the payment of Drake & Jackson's bill. Mr. Drake was a good lawyer, but he was so careless that he neglected his business. If lawyers could not be found who could draw up by-laws which would stand before the Chief Justice, then the justice and the lawyers had better be allowed to run the city. (Cheers.) All public or private streets laid out in the city should be under the supervision of the city surveyor so as to secure uniformity. The first commotion which started in the city was on the gambling question. At a meeting there were three ex-mayors, who, when in office, had never opened their mouths on the subject. This was the beginning of an attack on the workingmen's council. This cry did not suit, so the sewerage question was agitated and the Colonist garbled the cemetery returns and sent false reports abroad, which had done much harm. The cause of much of the sickness was using so much Chinese vegetables, which were raised in a filthy manner and stored in filthy quarters. The reason the assessment roll had not been revised was because the value of property had been so fluctuating, but this was now over. He claimed that the Government should give to the city the personal property tax. He referred to the danger of allowing a syndicate or monopoly to get hold of the water works, as, said he, "we have a supple government which leans strongly to monopolies." He alluded to what he called the "ring" ticket and closed his speech amid cheers.

Mr. Jas. Fell addressed the audience at some length. He said that those who were offering themselves as candidates should be present at the meeting; denounced the reports concerning the city's condition which had been sent abroad; claimed that it would take $2,000,000 for proper sewerage for the city; and believed that with proper care and judicious management the city could do without a new system of sewerage. He strongly condemned the gas monopoly which charged $4 when it should be supplied for $1.50. If they would not supply it cheaper they should be made to pay a tax on their pipes. The votes for him as mayor were solicited, as he had no axe to grind but the people's.

Lack of space prevents a full report of the speeches.

The meeting dispersed after giving three cheers for the mayor.

NOMINATION DAY.

The Names of Aspiring Candidates—Addresses.

At 12 o'clock Mr. Reginald Nuttall, Returning Officer, took his place, and the nomination papers began to be deposited at once. Before 2 o'clock the following nominations had been made for the offices of Mayor and Councilors for 1885:

FOR MAYOR.

Robert Paterson Rithet, nominated by Joseph Spratt and William Denny.

Joseph Westrop Carey, nominated by Thos. L. Davies and Geo. Thomson.

James Fell, nominated by H. T. Mann and John Clarke.

COUNCILORS—JAMES BAY WARD.

Andrew Johnstone Smith, nominated by A. McLean and H. Mitchell.

John Boyd, nominated by James Burns and H. L. Jones.

W. D. McKillican, nominated by Alex. Wilson and Robert Lettice.

Robert Ward, nominated by William Charles and E. A. McQuade.

YATES STREET WARD.

John Braden, nominated by H. Saunders and J. Fitzall.

George Grant Walker, nominated by Joseph Wilson and C. McK. Smith.

Louis Vigelius, nominated by G. Stelly and W. Dalby.

John Grant, nominated by W. J. Jeffree and N. M. Johnstone.

Thomas Earle, nominated by W. J. Jeffree and H. Brown.

JOHNSON STREET WARD.

Orlando Warner, nominated by Richard Hall and Richard Collister.

Maurice Humber, nominated by James Miller and Joseph Gosnell.

John Teague, nominated by Thos. Shotbolt and Wm. Dalby.

William McKay, nominated by J. H. Turner and L. Goodacre.

W. A. Robertson, nominated by Wm. Grimm and Arthur Porter.

Benjamin William Pearse, nominated by Roderick Finlayson and John Kinsman.

Joshua Davies, nominated by E. J. Salmon and H. Saunders.

George Welch nominated by James Porter and William McDonald.

At the close at the time allowed for the reception of nominations, Mr. Nuttall declared that a poll would be open on Thursday, Jan. 15th, for the recording of votes. At the close of the meeting, on motion Mr. Jeffree was appointed chairman and speeches were delivered by several of the candidates.

Mayor Carey, being called on asked City Clerk Robinson to read a correspondence on the subject of sewerage. The correspondence was between Mayor Carey and the Mayor of Memphis and referred to a system of drainage in use in the latter city. Mayor Carey claimed that the council were entitled to some credit for having tried to place matters in a tangible form. The different projects suggested for the drainage of the city would bear too heavily on the taxpayers. The city covers an area of 1880 acres and from its position he believed the city must be divided into three sections for drainage. When he appeared before the electors last year he told them that the city by-laws were a mere bag of law suits and the sequel had proved that the statement was true. He thought the present by-laws should all be recast. He would not say a word against the opposing candidates, but if elected would do his best for the city.

James Fell being called on said that the principal duty of the mayor was to try and direct the council but not to interfere with their duties. He thought that steps should have been taken at the first of the year towards getting a suitable system of sewerage. He thought that Victoria was not ready for sewerage yet as the expenditure would be too great. The council should see that the city was kept clean and appoint an inspector who would have power to abate nuisances. The reports which had been sent abroad in the papers about the sickness and drunkenness in the city were false. He advised the electors to put into office men who had no axes to grind for himself he had none. He believed that all taxes collected in the city should go into the coffers of the city instead of to the Government as part of them do at present. The city required a better supply of water, and nuisances, such as wash houses should be removed out of the business part of the city.

Mr. R. P. Rithet, after some remarks made during the absence of THE TIMES reporter, said that, if elected, he would endeavor to distribute the expenditure in the city among the different wards equally without preference to any one.

Mr. Spratt asked, if elected Mayor, what would he do in case of sickness coming into the city?

Mr. Rithet said he would consider it his duty to give the matter his best consideration, especially if the parties were ones who were in destitute circumstances.

The various candidates for the position of councilors then addressed the audience.

PERSONAL MENTION.

Mr. S. T. Tilley, of the C. P. R. leaves on the Princess Louise in the morning for the mainland.

Mr. H. Beatty came down from the mainland on the Princess Louise to-day and is at the Dward.

Mr. N. Shakspeare, M. P., was a passenger on the outgoing steamship for San Francisco, on his way to Ottawa.

Hon. J. W. Trutch left on the steamer Geo. W. Elder to-day for San Francisco, en route to Ottawa. To avoid any possibility of being stopped by a snow blockade Mr. Trutch concluded to go east via the Southern Pacific. He is accompanied by his private secretary, Mr. Boyle.

Mr. John O. Macleod, assistant postmaster at New Westminster, returned last evening from Prince Edwards Island, accompanied by his wife. They are at present at the Oriental and will leave for the mainland in the morning.

Dr. McSwain, returned on the Geo. E. Starr last evening from Tacoma, with his wife and children, the latter having come from Prince Edwards Island, their former home. The doctor has secured the residence on Fort street, lately occupied by J. McB. Smith, Esq., and will shortly commence house-keeping, having fully made up his mind to make Victoria his permanent home.

Contract Secured.

Capt. Cushing, of Bath, Me., who was engaged in stevedoring in Tacoma, last summer, says the News of that city, has made a trip to England and secured a contract from the Canadian Pacific railroad for all its stevedoring, lightering and the handling of that company's iron. It is thought Capt. Cushing will arrive in Victoria shortly and proceed to Port Moody where the steamship Euphrates will discharge about 2000 tons of iron upon her arrival.

Full, half and cloth bound Blank Books at Hibben & Co.'s.

LEGISLATIVE ASSEMBLY.

Fourth Parliament—Third Session.

FIRST DAY.

MONDAY, Jan. 12, 1885.

The third session of the Fourth Provincial Legislative Assembly was opened to-day, at 3 p. m. by His Honor Lieut.-Governor Cornwall.

The galleries, to which strangers were admitted, were well filled, and on the floor of the House the chairs placed for the accommodation of ladies and others, were speedily occupied. Punctually at 3 p. m. the Lieut.-Governor entered the building, accompanied by the Guard of Honor, comprised as follows:—Lieut.-Col. Holmes, R. A.; Major Dupont, B. C. G. A.; Capt. W. Dorman, B. C. G. A.; Lieut. J. Nicholles, B. C. G. A.; Lieut. Smallfield, B. C. G. A.; Capt. R. E. Green, V. R.; Capt. Tatlow, V. R., and from the naval forces there were Commander Jones, H.M.S. Satellite, Lieut. Hudson, Staff Surgeon Lyons, Mr. Masters, midshipman, and Mr. Hewitt, clerk.

As His Honor entered, the band, under the leadership of Bandmaster Haynes, played the strains of the National Anthem, the spectators in the galleries and on the floor of the House, rising.

His Honor was then pleased to deliver the following speech from the Throne:—

GOVERNOR'S SPEECH.

Mr. Speaker and Gentlemen of the Legislative Assembly:

In meeting you at the beginning of another session of the Legislature of the Province, I have much pleasure in congratulating you upon the general prosperity of the country, and upon the hopefulness with which the future of the country is viewed by all classes of the community.

Construction of the Canadian Pacific Railway within the Province, has been energetically carried on, and in consequence trade has been stimulated, and extensive settlements with in the various districts on the Mainland has taken place. It will be satisfactory to you to learn that it is confidently anticipated that the road will span the continent in a continuous line, from the Atlantic to the Pacific, before the close of the present year.

The survey of the location of the Island railway has been completed. A contract for the construction of one section of the road has been let, and the work of clearing the right of way and grading has made satisfactory progress. The opening of the lands, and the construction of the railway, have caused settlement on the island to proceed with unprecedented activity.

The important work of completing the construction of the Esquimalt graving dock having been undertaken by the Dominion Government, a new contract has been made with a responsible firm, and it is expected that work will now be vigorously proceeded with, and that it will be completed within reasonable time. It has become apparent that the dock has been projected on a scale unequal to the the requirements of Her Majesty's first-class ironclads of the present day, and I have thought it requisite to communicate with the Government at Ottawa with a view of inducing that Government to enlarge the dock to the capacity of taking in the largest ships which may possibly repair to these waters, provided it can be done without delaying the work.

My attention having been called to the vague and undefined character of the eastern boundary of the Province, and the necessity, more particularly in the vicinity of the line of railway where thousands of men had come into our country, of determining the limits of the jurisdiction of provincial authorities in that direction, I deemed it expedient to authorize the Chief Commissioner of Lands & Works of the Province to proceed to Ottawa to confer with the Dominion Government, with a view of having the boundary defined in such a manner that our laws might be properly enforced and revenues collected. Pending the determination of the question by the Imperial authorities, to whom it was agreed to refer the matter, a temporary provisional boundary was fixed upon by agreement, and confirmed by an act passed by the Parliament of Canada at its last session. The Chief Commissioner was also instructed by me to urge upon the Dominion Government the absolute necessity of either recognizing the right of the Province to legislate, with a view of checking the increase of Chinese in our midst, or, failing that, to induce the Dominion Government to substitute effective Federal legislation calculated to remedy the evil complained of.

The unsatisfactory condition of the administration of the Indian affairs in the Province and other important matters were entrusted to the Chief Commissioner to discuss with the Federal Government at Ottawa; and, as one result, a stipendiary magistrate has been appointed to Metlakatlah by the Provincial Government whose salary and expenses are to be paid by the Dominion. All the papers connected with the mission will be laid before you.

Instead of sustaining the action of the Provincial Government and Legislature and that of the members of British Columbia in the Federal Parliament on the subject of the prohibition of Chinese immigration, the Dominion Government appointed a commission, composed of the Hon. Mr. Chapleau, Secretary of State for the Dominion, and the Hon. Mr. Justice Gray of this Province, to enquire into and report upon the Chinese question. The enquiry did not seem to be so thorough as, if undertaken at all, the importance of the subject fairly demanded that it should have been. It is to be hoped, however, that hurried and imperfect as the enquiry in this Province was, sufficient information has been obtained by the commissioners to induce them to report to the Federal Government the urgent need of restrictive legislation being undertaken during the ensuing session of the Dominion Parliament. It will be for you to consider whether, in view of the Chinese Immigration Act passed last session having been disallowed by the Dominion Government, it is advisable to repeat legislation on the subject during the present session.

Following the official announcement that Port Moody, the first tidal water reached by the Canadian Pacific Railway at its western end, had been adopted as the terminus of the road, so far as the Government was concerned, a demand was made on behalf of the Province for the land west of that point, which had been conditionally conveyed to Canada by statute in 1880, under the provisions of the Terms of Union. The claim of the Province having been conceded, the agricultural portion of the tract of land, of which possession had been resumed, was opened to sale and settlement, and a great number of families found at once eligible homes in that fertile portion of New Westminster District lying between the North Arm of Fraser River and the boundary line. Under application of the Canadian Pacific Railway syndicate, negotiations were undertaken with a view of arranging the extension of the railway from Port Moody to Coal Harbor and English Bay. The General Manager of the Railway Company visited the Province early in the summer, with the object of locating the terminus, and after having personally inspected the whole of Burrard Inlet and English Bay, and the lands adjacent thereto, he expressed a wish to extend the railway line seawards to Coal Harbor and English Bay, on condition of a grant of land being made to the company for a terminus site. Believing it to be in the interest of the country that the additional section of the railway should be built, and recognising the fact that the public lands remaining in the hands of the Government would be immensely enhanced in value, and that large revenues could be derived therefrom, an agreement was entered into with the syndicate to grant, upon specified conditions, an area of land at Coal Harbor and English Bay for terminal purposes and to aid in the construction of the road, which will be submitted for your approval. The papers relating to this subject will be laid before you.

I have made strong representations to the Dominion Government upon the subject of the rectification of the Alaskan boundary of British Columbia. The question is one of great importance. The rights and interests of the Province and the Dominion are alike seriously involved.

I have reason to believe that the Dominion Government will now take the necessary steps to secure to the Province the valuable strip of country, embracing an area of millions of acres, along the Northwest coast of British Columbia, to which this country is, under the treaty of 1825, clearly entitled, but which is nevertheless claimed by the United States of America. Papers upon the subject will be submitted to you.

Immigration into the Province has continued during the past year, and in consequence our population has been increased by many thousands. The agricultural districts on both Mainland and Island have especially received large additions to the number of settlers located in them.

A handbook of the Province, prepared by the Provincial Government, has been translated at Ottawa into the principal European languages, a large edition of which has been printed, under authority of the Dominion Government, and circulated in the several European States, through the agency of the Dominion immigration officers stationed abroad.

I regret that the Federal Government has not yet recognized the justice of the claim of this Province to compensation for non-participation in the privileges enjoyed by the other Provinces of the Dominion under the Washington treaty. I have made renewed application for a share of the Halifax fishery award, and in view of the expected termination of the Washington treaty, notice of which has been given, I have requested that before any new international arrangement shall be concluded, affecting the trade of this Province, the Government here may be consulted in such a manner as may be necessary to secure that the interests of British Columbia shall not be overlooked.

So far as is shown by returns which have been received from the various districts where mining is carried on, there has been a satisfactory increase in the gold product of the Province for the year.

It is gratifying to know that the Canadian Pacific Railway, running as it does, through an undoubtedly rich mineral country in Kootenay District, between the Rocky Mountains and Eagle Pass, will probably open up extensive mining fields and give profitable employment to a large population. The many rich veins of ore already discovered, and which have been located by various mining companies on the west shore of Kootenay Lake, give fair promise of becoming productive in the near future, and it is probable that such a population will be attracted to that part of the Province as will contribute very materially to the wealth of the country and to the development of trade with other portions of British Columbia.

I have caused an exploration of Queen Charlotte Islands to be made, a report of which will be submitted for your information.

The coal mines of the country have been actively worked, and exports have been largely in excess of those of any former year.

The lumber trade has been satisfactory, the home demand having greatly increased, while the shipments to foreign markets show no diminution.

In accordance with the desire expressed by you at your last session that every constitutional means should be adopted to uphold the exclusive right of the Province to legislate in respect of the liquor traffic, I caused your views to be represented by Counsel before the Supreme Court of Canada, upon the argument before that tribunal as to the validity of the Dominion Liquor License Acts. The decision has not yet been rendered, but may be expected at an early date.

I deeply regret that for some time past there has existed at Metlakatlah, disquietude amongst the Indians. With the view of endeavoring to ascertain the causes of discontent, I appointed, towards the close of last year, a commission of enquiry.

The commissioners have made their report, which, together with the evidence adduced, will be laid before you. I invite your earnest attention to these documents, because the subject is one seriously affecting peace and order upon the northwest coast, and the responsibilities which the Dominion Government assumed under the terms of union.

In conformity with your wishes, a Land Registry Office has been established at New Westminster, and proves a great convenience to the people of that district.

I invite your consideration as to the repealing of the Jurors' Act, so far as relates to the selecting of jurors at places other than the Cities of Victoria, New Westminster and Nanaimo, as the working out of the system has been found inconvenient in outlying districts, owing to the scattered nature of the population.

It will also be necessary to alter some of the dates and places of Court of Assize, by reason of railway construction having afforded more rapid means of transit, and because population upon the Mainland has, in some instances, found new centres.

A Bill relating to the practice and procedure of County Courts will be submitted to you, its object being the embracing in one statute of a code of procedure at length.

The erection of a new Gaol in the City of Victoria demands your attention.

A measure will be submitted for your consideration for the regulation of the estates of deceased persons, and to equalize the duties thereon.

Extensive public works have been executed in the various districts of the Province during the year.

The additions and improvements to the Asylum for the Insane at New Westminster, have been completed, and that institution, now under the management of a resident physician, is much more calculated to accomplish the object for which it was established—the care and cure of those of our fellow creatures who are afflicted with disorders of the mind.

You will be pleased to learn that the Provincial revenue has been in excess of the estimate, and shows a gratifying increase as compared with that of any previous year.

The Public Accounts will be laid before you, and Estimates for the next fiscal year will be submitted for your approval.

I leave you now to deliberate upon the several measures which will be brought before you, with confidence that you will endeavor to promote such legislation as will result in the advancement and prosperity of the Province. I pray that Providence will direct your efforts to a successful issue.

ROCKFORD

QUICK TRAIN WATCHES.

Unequalled in Exacting Service. Used by the U. S. Coast Survey; U. S. Naval Observatory by Locomotive Engineers and other Railway men. They are recognized as THE BEST. Sold in principal cities and towns by exclusive Agents (leading jewelers), with a full warranty

G. W. A. LANGE & SON.

VICTORIA.

Sole Agents for British Columbia.

Mr. Cunningham the newly elected member for New Westminster, was introduced by Hon. J. Robson and Mr. Raybold.

The following documents were laid on the table.

Relative to the terminus of the Canadian Pacific railway.

Report of the Metlakatlah commission.

Report of the mission of the Hon. Wm. Smithe to Ottawa, relating to the eastern boundary, Chinese emigration, &c.

The House, after ordinary routine business, adjourned till 2 p.m. on Wednesday next.

PORT MOODY.

(Condensed from the Gazette.)

Captain Odin's new hotel, the Driard, will be opened in about a week.

All the railway men injured in the late railway accident, except Mr. Robinet, who goes to San Francisco, have been removed to the hospital at Yale.

The tides during the past week have been unusually high.

Word was received on Wednesday that the railway between Port Moody and Yale was so completely blockaded by wash-outs and land slides that traffic over the line would have to be temporarily suspended. The down train from Spence's bridge reached Yale Wednesday morning, and 200 head of cattle destined for the Victoria market, were unloaded there. The Ruby Creek tunnel has partialy caved in; a land slide 400 feet long and from one to two feet in depth, blocked the line near Texas lake; "one good big slide and two little ones at the old place," was the word from Port Hammond on Tuesday night; a wash-out near Warnock happened on Tuesday; a slide in the deep cut, just east of Port Moody, happened on Tuesday; and in fact, it appears that the recent thaw has completely demoralized the railway line. Meantime the up-country freight and mail matter, and passengers, are accumulating at Port Moody, and the entire province is being inconvenienced.

Provincial Points.

Mr. Roesner, of New Whatcom, returned from British Columbia on Monday last, where he has been for the past few weeks. He reports good times prevailing all along the Canadian Pacific railroad from Coal Harbor to the end of the line. At Yale business is good and work in great demand. The machine shops at that place are crowded with work. At Coal Harbor everything is booming. More than one thousand men are now at that place, and the four hotels are crowded to their utmost capacity. Lots are selling at from $300 to $1,000. Fare from New Westminster to Coal Harbor, by stage, is one dollar. Eight deep water vessels are now in the harbor awaiting lumber cargoes from the mills at that place. From Mr. Roesner's report, the Reveille infers that work can be obtained along the line, especially at Yale, by many of the boys now idle in this county. As yet the company have not commenced the construction of terminal works at Coal Harbor, although it is expected that such works will be commenced and vigorously prosecuted early in the spring.—Whatcom Reveille.

The Sealed Mine.

There is no change to report in respect of the sealed up No. 4 and No. 3 shafts of the Wellington collieries, says the Nanaimo Free Press of Saturday. The mine is a closed book at the present and will be till Mr. J. Bryden, the manager deems it prudent to open it, which will not be for some little time. Experts claim that the indications, or rather absence of any forcible indications, are extremely favorable to the theory that the fire is being subdued. The mine will be cautiously opened when the proper time arrives, and if the fire is then found to be raging, resort will be had to flooding the mine. It is sincerely to be hoped that the water will not be needed.

A Possible Result.

If the Dominion Government from any cause, was induced to take over the Canadian Pacific railway from the syndicate, it would of necessity nullify the condition in their charter that no railways were to be constructed south of their line. By this means New Westminster would secure connection by Bellingham Bay, with the United States railways, and through them, with the rest of the world. Such a connection would be more valuable to New Westminster than any other line, and would make this city the Hub of the province. It is therefore devoutly to be wished, that the Federal Government may put an end to the strong feeling against the railway, by taking it in their own hands.—Guardian.

Another Source of Revenue.

The English Government annually pays to the United States $120,000 for the transportation of the Australian mails across this continent. At present there is a rupture of the contract, which will not probably be renewed for a longer period than one year, when the C. P. R. will be opened. Canada is entitled to this contract by the Imperial authorities, not merely because the Dominion forms a part of the empire, and the Canadian Pacific is available as an Imperial military highway, but that the route is naturally the shortest to or from Europe and Australia.

Blank Books at Hibben & Co.'s.

The sooner you buy the more money you will make! Buy what, and where? Real estate at Coal Harbor and from Rand & Lipsett, real estate brokers, Victoria, B. C.

Seattle Coal Trade.

Mr. J. F. Jones, the manager of the Newcastle mines at Seattle, arrived at Nanaimo on a short visit on Wednesday. Mr. Jones states to the Free Press that the depression in the coal trade on Puget Sound, and especially at the mines in which he has charge, was caused by the accidents to the steam colliers employed in the transport of coal.

Prof. C. L. Robinson & Co.'s KING OF AGUE, cures liver complaint and kidney diseases, and all malarial affections. ja-7 LASCELLE & Co., agents.

Rand Bros., real estate brokers, New Westminster, have large lists of Coal Harbor property for sale. In a few weeks they will open an office at the terminus and will then show their patrons over the grounds.

Buy Victoria property from Rand & Lipsett, real estate brokers, Victoria, B.C.

Turning Over a New Leaf.

That is what many are doing and going to Ferguson's for their Blank Books, Office Diaries, and office supplies generally.

We are well acquainted with the requirements of the Blank Book trade. F. S. Hibben & Co.

VANCOUVER.

COAL HARBOR.

Messrs. F. C. Innes & Co. having opened an office at Granville, on Coal Harbor, intending investors can now avail themselves of the opportunity offered by examining, and purchasing directly upon the ground. The advantage of doing so is obvious, therefore, before investing your money you should see Coal Harbor and call upon Messrs. F. C. Innes & Co. at the same time. *

Pure wines, pure liquors and cigars at Fell & Co's

Plum Puddings and Mince Meat for sale at Fell & Co.'s, Fort street.

Wax Candles for Carriage Lamps, at Fell & Co.'s.

Convenient for Reference.

The B. C. Directory (1884-5) is at present in progress of publication by R. T. Williams, who will spare neither expense nor labor to make it complete in every respect. All subscribers' names will appear in large type. Mr. William Wolz is the authorized canvasser for the Province.

J. BAGNALL & CO., Victoria, B.C., the only exclusive Music House in British Columbia. The largest stock of Pianos and Organs in the Province. A complete assortment of everything in the musical trade.

Robt. T. Williams, Book Binder, Paper Ruler and Blank Book Manufacturer. Maps and Drawing Paper Mounted. Office of the B. C. Directory. Broad St.

Choice Stock.

The choicest and most extensive stock in Watches, Parisian Clocks, Diamond goods, Gold and Silver Jewelry and Electroplated ware has just been opened by us for the holidays. They will be sold low. We extend a cordial invitation to the public to inspect these really beautiful goods which are beyond praise.

G. W. A. LANGE & SON.

Subscribe for the Weekly Times, the great family newspaper of the Pacific Northwest. Only $2 from now to the end of 1885.

CONTRACTORS & BUILDERS.

J. P. BURGESS,

Carpenter & Contractor

COR. FORT & BROAD STS.

OFFICE AND STORE FITTINGS.

Jobbing a Specialty.

LOW PRICES. PROMPT ATTENTION

Engraving & Printing.

Bautz, Creech & Co,

Lithographers, Engravers & Printers.

CHEQUES, DRAFTS, BILL AND LETTER Heads, Promissory Notes, Business and Visiting Cards executed in the best style of the lithographic art and at moderate rates. We make a specialty of GEOGRAPHICAL MAPS AND PLANS, our Mr. Bautz having had thirty years experience in that line, our patrons can depend on getting first-class work Firstclass work guaranteed.

Office at R. T. Williams' Bookbinder, Broad street. no27

FIRE!

THE

LIVERPOOL AND LONDON AND GLOBE

INSURANCE CO.,

OF LIVERPOOL AND LONDON.

CAPITAL - - - $10,000,000.

THIS COMPANY WAS ESTABLISHED IN 1803, and is the largest Fire Office in the world.

CLAIMS PAID in satisfaction of Fire Losses, since date of establishment, upwards of $80,000,000. Losses settled with promptitude and liberality and without reference to head or other branch office.

HALL & GOEPEL, Agents.

Estate of Michel Camsusa, Deceased.

CREDITORS are requested to send their claims and Debtors to pay their accounts forthwith, to Messrs. L. E. Erb and J. Colgdarrige, Victoria, the Executors of the estate of the deceased.

J. ROLAND HETT,
Solicitor for the Executors.

Langley St., Victoria, December, 23, 1884.

Estate of Thomas Rabson, Deceased.

CREDITORS are requested to send their claims, and debtors to pay their accounts, forthwith, to Mr. Henry Cogan, Metchosin, or to Mr. C. H. Rabson, Comox, the Executors of the will of the deceased.

J. ROLAND HETT,
Solicitor for the Executors

Langley St., Victoria, December 23, 1884.

SIGISMUND LOWENBERG. DENNIS H. HARRIS.

LOWENBERG, HARRIS & CO.,

SUCCESSORS TO

Ld. Lowenberg.

Real Estate Agents,

SURVEYORS, ETC.

Government St., near Broughton.

Mr. Sigismund Lowenberg, having associated himself as above, the firm of Lowenberg, Harris & Co., will continue the business of his late brother, Mr. Leopold Lowenberg, who for the past 25 years carried on a real estate business in this city. The successors to the business will endeavor to give the same close attention to real estate agency in all its branches as the late Mr. Lowenberg is so well known to have done, and trust to receive as full a share of business as he enjoyed. 4e26

HOWSE & RICKMAN,

LAND SURVEYORS.

Real Estate Brokers,

ACCOUNTANTS, Etc., Etc.

FRONT STREET, NEW WESTMINSTER, B. C.
Opposite C. P. R. Co's wharf
P. O. Box 65.

B. C. Benevolent Society.

NOTICE OF MEETING.

THE ANNUAL MEETING OF SUBSCRIBERS to the above society will be held at Mason, Crokatt's & Ross's, on Wednesday, January 14, 1885, at 4 p. m. All subscribers are particularly requested to attend.

R

The Daily Times.

Victoria, Monday, Jan. 12, 1885.

HIS PRAYER.

[Boston Transcript.]

God keep you safe, my little love,
All through the night.
Rest close in H s encircling arms
Until the light.
My heart is with you as I kneel to pray;
Good-night; God keep you in His care alway.

Thick shadows creep like silent ghosts
About my head;
I lose myself in tender dreams;
While overhead
The moon comes stealing through the window bars,
A silver sickle gleaming 'mid the stars.

For I, though I am far away,
Feel safe and strong
To trust you thus, dear love—and yet—
The night is long;
I say with sobbing breath the old fond prayer.
Good-night! Sweet dreams! God keep you everywhere.

BROTHER GARDNER THINKS

The Trifles of Life Annoy Us Far More Than the Solid Troubles.

[Lime-Kiln Club.]

Just previous to the opening of the meeting Sir Isaac Walpole, who had his left shoe off to cool a bunion, got his foot in the way of Elder Toot's No. 11s, and the result was a spirited little affair, in which Sir Isaac had his nose roughly used and the elder found three of his front teeth loosened. Blows had scarcely been exchanged, however, before both old patriots extended their hands with words of apology, and while Sir Isaac fairly begged of the elder to step on his bunion all the rest of the week, the elder was earnest in his hope that Sir Isaac would loosen all the rest of his molars.

"Which goes to prove," said Brother Gardner, as he referred to the matter when the meeting had opened, "dat de trifles of life annoy us fur mo' dan de solid trubbles. A sore heel will gin a statesman mo' annoyance dan a re-electshun. A bile on de leg will delay a king's journey. Tight bates have plunged Europe into war. A sour stomach has led to grievous quarrels among famous men.

"Let a man's house burn down, or an epidemic sweep away his family, or reverses come to his himess, an' in most cases he will show his sand. Let a co'n appear on his toe—a blister ris up on his heel—a tooth begin to ache—de cook strike fur higher wages or de front doah-bell git outer order, an' nineteen men outer twenty am all broke up an' ready to assert dat dis am a cold world an' life ain't worf de libin'.

"Let dis be a lesson to us to guard our weak side. It ain't dat we shall go hang ourselves bekase we can't meet a bank note due to-morrer, but dat we doan' lower our dignity in de nayburhood if we happen to shut de gate on our own coat-tails. We want to congratulate a man fur risin' from poverty to affluence by his own individual exertions, but we doan' keer to be around when he misses a burdock and strikes his foot wid de hoe. We reverence gray hairs in our council chambers, an' we hate to suspect dat de owners of 'em give way to tears of indignashun ober a shirt too high in de neck or a leak in de kitchen water-pipe."

The Webb-Brooks Duel.

[Ben: Perley Poore.]

Hon. James Watson Webb, who was for many years editor of The New York Courier and Enquirer, was the last avowed duelist at the north. His last "meeting" was at Wilmington, Del., with Tom Marshall of Kentucky. He was not only wounded in the left knee, but on his return to New York he was tried and sentenced to two years hard labor in the penitentiary. Governor Seward pardoned him and he renounced dueling; but when he was at Washington, at the time of the assault on Sumner, he was challenged again, as he thus told the story:

"I was at Washington at the time of Brook's assault on Sumner. The Courier and Enquirer came out denouncing Brooks as a 'coward.' Gen. Quitman, a northern man and an old and intimate friend, waited on me and said, 'General, I am sorry to see you!' I knew what it meant and handed him a chair. 'I have a message for you,' he continued, 'and I am ashamed to bear it, but if I refused I couldn't live in the south.'

"'About The Courier-Enquirer paragraph?' I asked. 'Yes!' he said. 'Well,' said I, 'just keep it in your pocket till to-night. That paragraph was written in the office. I am responsible for it, and will fight for it, but I prefer to fight for what I have written myself. I sent a letter two days ago, published in the paper this morning. It will be here to-night. It is four times as severe as that paragraph; but when that gets here you can take your choice, and we will fight to-morrow afternoon at 5 o'clock!' I added to Quitman: 'I am now a church communicant, and have changed my views on dueling. I would not now fight a personal duel—a duel for a personal affront. Moreover, I had no personal quarrel with Brooks. He and I dined together at Governor Atkin's only three days ago. But I will fight for my country and its institutions and principles in private combat the same as armies do, and ask the blessing of God upon the issue. I will fight Brooks to-morrow. Come to me in the morning.

"My offensive letter arrived. Next morning Gen Quitman waited on me, and said the South Carolinian, after a two hours' session over my letter, had withdrawn the challenge! I never was so astonished in my life."

A Cool-Headed Engineer.

[Cor. Locomotive Engineers' Journal.]

Leaving Salida we have to use two large mogul engines to take us over Marshall pass, a grade twenty-six miles long and 217 feet to the mile, winding around twenty-six degree curves. On one side you look down 3,000 feet, while by looking up on the other side of the train you can see rocks hanging over you more than a mile high, one of the grandest sights that a man ever saw and worth the time and expense of any man. Forty-four miles is counted a day's work on this division for engineers, and their monthly earnings amount to from $160 to $225, and the risks they run and ability that are required is worth all the money they get.

It is here that our old friend "Curley" Whitney had his runaway. Curley was coming down this grade when his brakes got out of order and his train got the start of him. He was running as second section, and seeing no hopes of avoiding a collision by dashing into the train ahead, he and his fireman after doing all they could to check the speed of their train jumped off and let it go. Ahead of them on the first section was one of those ever wide-awake, careful men who always look to both ends of his train, and he was looking back when Curley and his fireman jumped off. Realizing his danger at once he ease'd up on his brakes and got the speed of the runaway train. He then caught them and held both trains until he brought them to a full stop without a broken drawbar even in either train. For this gallant conduct and presence of mind he was called before President Palmer, his heroism complimented, his good judgment commended and presented with $5,000 in cash, given a six months' leave of absence, and his transportation to Europe paid, together with all personal expenses. The hero's name is Jake Moyer.

Egg Gruel.

[American Agriculturist.]

Egg gruel is at once food and medicine. Some have great faith in its efficacy in chronic dysentery. Boil a pint of new milk; beat four fresh eggs to a light froth and add to the milk while it boils; stir together thoroughly, but do not let it boil again; sweeten with loaf sugar and grate in a small nutmeg; add a little salt. Use half of it while it is warm, and the other half in two hours or so.

A Great Problem.

—Take all the Kidney and Liver Medicines,
—Take all the Blood purifiers,
—Take all the Rheumatic remedies,
—Take all the Dyspepsia and Indigestion cures,
—Take all the Ague, Fever, and Billious specifics,
—Take all the Brain and Nerve force revivers,
—Take all the great health restorers,
—In short, take all the best qualities of all these, and the —best
—Qualities of all the best medicines in the world, and you will find that —Hop
—Bitters have the best curative qualities and powers of all —concentrated
—In them, and that they will cure when any or all of these, singly or —combined
—Fail. A thorough trial will give positive proof of this.

Hardcoed Liver.

Five years ago I broke down with kidney and liver complaint and rheumatism.

Since then I have been unable to be about at all. My liver became hard like wood; my limbs were puffed up and filled with water.

All the best physicians agreed that nothing could cure me. I resolved to try Hop Bitters; I have used seven bottles; the hardness has all gone away from liver, the swelling from my limbs, and it has worked a miracle in my case; otherwise I would have been now in my grave.

J. W. MOREY, Buffalo, Oct. 4, 1881.

Poverty and Suffering.

"I was dragged down with debt, poverty and suffering for years, caused by a sick family and large bills for doctoring.

I was completely discouraged, until one year ago, by the advice of my pastor, I commenced using Hop Bitters, and in one month we were all well, and none of us have seen a sick day since, and I want to say to all poor men, you can keep your families well a year with Hop Bitters for less than one dollar's visit will cost. I know it."—A WORKINGMAN.

☞ None genuine without a bunch of green Hops on the white label. Shun all the vile, poisonous stuff with "Hop" or "Hops" in their name.

REQUISITION.

TO R. P. RITHET, ESQ.,

SIR:—We, the undersigned rate-payers of Victoria, having confidence in your ability and fitness for the position, request your permission to place you in nomination as Mayor for the ensuing year, and we pledge ourselves to use our best endeavors to secure your election:

Wm C Ward	J A Grahame
Rod'k Finlayson	C E Redfern
M W T Drake	J B Matthews
Henry Short,	A McLean
W D McKillican	Wm Denny
Robt Dunsmuir	Henry Waller
Morris Moss	A R Francis
A P Briggs	D M Eberts
W G Pinder	Thos C Nuttall
A W Jones	H F Heisterman
W W Malachi	Henry E Crossdaile
Robt Ward	Wm Charles
D W Higgins	W B Smallfield
J Roland Hett	Wm Hammond
A J Smith	D R Harris
T N Hibben	John Finlayson
Thos Carrington	Joseph Hunter
C E Perry	M G Staples
G H Burns	David Day
A K Munro	W T Drake
Chas B Jones	F S Barnard
Geo Gillespie	Thos Allsopp
J Keith Wilson	J Liddell
Henry Rhodes	A A Green
E Muschamp	D E Campbell
Pho Crowther	Jas Burns
Simon Leiser	H Bornstein
C W R Thompson	J C Iles
E C Neufelder	Dixi H Ross
L Guedacre	John Partridge
James Johns	H J Hartnell
Jas Larman	J Guttman
E Metcalfe	Jesse Brown
J D Warren	Henry Saunders
Robt Elder	W J Jeffree
Alex Munro	T Lubbe
Jas L Raymur	Sidney J Pitts
E A McQuade	Joshua Davies
Wm Heathorn	Wm Wilson
Redon & Hartnagel	C Dawson
Edwd Mallandaine	D Simpson
G Cruickshank	John Grant
J Hawkins	J C Flett
James Flett	J C Leask
Paul Strahle	C K Robbins
Chas F Todd	B Van Volkenburgh
W Shears	T H Tye
A Offner	J A T Eaton
Jas Crawford	Wm Wilson
H B Thompson	Alex B Gray
F Adams	C Morton
Edgar Marvin	S D Nesbitt
M Sellick	N T Johnson
Francis Page	Jas A Fraser
John Ash	Edwd White
Jas Hutcheson	Henry Young
H Brown	M W Waitt
S F Becker	Thos Geiger
D Green	W G Lange
Lewis Lewis	H D Saunders
Wm McKeon	John Nicholles
R Lippett	Joseph Wilson
J H Todd	H L Jones
Geo W Haynes	M T Johnson
G H Lange	Geo Steitz

REPLY.

TO THE RATEPAYERS SIGNING ABOVE REQUISITION:—

GENTLEMEN:—I have to thank you for your Requisition to allow myself to be placed in nomination for Mayor at the approaching election.

The large number of names, which represent all classes of the community, has induced me to comply with the request, and in doing so, I consider it to be part of my duty to express my views briefly upon the more important questions which are likely to engage the attention of the Municipal Council during the coming year.

The most important, to my mind, is the drainage of the city; I am strongly in favor of immediate steps being taken to accomplish this, and will advocate and support the most efficient and economical scheme which may be submitted.

I am in favor of an equitable revision of the assessment roll.

I consider the electric light, as at present supplied, altogether inadequate, and will further any reform in this direction which may be considered necessary for the more efficient lighting of the city.

I will assist whatever well considered measure may be submitted, for the improvement of the water supply.

If elected, I shall always endeavor to promote the best interests of the city generally.

I am, gentlemen, your obedient servant,
R. P. RITHET.

REQUISITION.

TO MESSRS. ROBERT WARD, A. T. SMITH, W. D. McKILLICAN:

GENTLEMEN:—We the undersigned Ratepayers of Victoria, request your permission to nominate you as Councillors to serve for James Bay Ward during the coming year.

There is a prevailing feeling that the coming Council should be composed of men of business capacity, capable of dealing with important issues, and we feel assured that the majority of ratepayers have confidence in your ability, public spirit and fitness for the position.

Should you be pleased to accept our nomination we will use our best exertions to return you.

Chas E Redfern	A McLean
J B Matthews	M W T Drake
Wm C Ward	Wm Hammond
G H Burns	A K Munro
R E Jackson	D M Eberts
Chas B Jones	D R Harris
Jno Ash	Geo Cruickshank
W R Ross	Geo Gillespie
T N Hibben	J K Wilson
Wm Wilson	A A Green
J Finlayson	L Allsop
J A Fraser	P B Brown
Walter Shears	S J Pitts
Frank S Barnard	Thos Carrington
R Dunsmuir	Henry Crossdaile
Joe Hunter	E Mallandaine
C E Perry	W S Pinder
J C Flett	Jas Flett
M G Staples	H Brown
A W Jones	M R Smith
Thomas Harding	J P Welch
W J Pendray	Edward B Irving
G M Irving	T L Irving
Andrew Gray	Wm Newbury
Jos Sommers	P P Johnston
Henry Young	Jas Hutcheson
H G Lewis	D W Higgins

REPLY.

TO THE RATEPAYERS SIGNING THE ABOVE REQUISITION:—

GENTLEMEN:—In reply to your numerously signed requisition asking us to accept your nomination as Councillors for James Bay Ward, we have much pleasure in acceding to it.

There will doubtless be many important matters to engage the attention of the Council, the question of drainage being one of the most prominent among them. We shall give our earnest attention and support to the consideration of a well devised system of sewerage, combined with efficiency and economy.

We consider the means at present adopted for lighting the city are most inadequate, and we shall give our attention towards an improvement in this connection.

As we are of opinion that the revenue of the city can be considerably augmented by a revision of the assessment roll, we shall advocate a revision of it at an early date.

The inefficient water supply in various parts of the city is, in our opinion, a matter which demands urgent attention.

If elected we shall support any measure brought forward tending to promote the good government of the city generally.

ROBT. WARD.
A. J. SMITH.
W. D. McKILLICAN.

REQUISITION.

TO MESSRS. THOMAS EARLE, JOHN BEALES AND JOHN GRANT:

GENTLEMEN:—We, the undersigned ratepayers of Victoria, request your permission to nominate you as Councillors, to serve for Yates Street Ward during the coming year.

There is a prevailing feeling that the coming Council should be composed of men of business capacity, capable of dealing with important issues, and we feel assured that the majority of ratepayers have confidence in your ability, public spirit and fitness for the position.

Should you be pleased to accept our nomination we will use our best exertions to return you.

S J Pitts	
Wm Choate	
Robt Elder	
H Saunders	
J D Warren	
Jesse Brown	
Jas L Raymur	
James Larman	
Alex Munro	
John J Hett	
W J Jeffree	
J Fullerton	
P P Johnson	
H W Savage	
W Heathorn	
Wm Wilson	
Thos Carrington	
E W S Thompson	
Geo W Haynes	
H F Heisterman	
J Madden	
E C Sheppard	
H A Cappenou	
Wm Denny	
And 43 others	

REPLY.

VICTORIA, 29th Dec., 1884.

TO MESSRS. FINLAYSON, LANGLEY and others:

GENTLEMEN:—We, the undersigned, having been asked to allow ourselves to be put in nomination as Councillors for Johnson Street Ward, beg to say that we are willing to stand as Councillors for this Ward for the coming year, and if elected we pledge ourselves to do everything in our power to promote the best interests of the city. We remain yours obediently,

R. W. PEARSE.
WILLIAM McKAY.
ORLANDO WARNER.
dec22

To the Electors of Johnson St. Ward.

LADIES AND GENTLEMEN:—

At the request of numerous ratepayers in Johnson Street Ward, I have consented to be nominated for Councillor for the ensuing year; in so doing I feel it incumbent upon me to express my views on some of the most important questions likely to occupy the attention of the Council during the ensuing year.

The first in importance is undoubtedly the unsanitary state of the city; as the city cannot be healthy without an efficient system of sewerage constructed on correct and scientific principles. I shall support what may be considered the best digested system; as also the preliminaries and execution of such a work will occupy a considerable time, and independent of sewerage we must have surface drainage, I would, in the meantime advocate a cheap system of gutters, which may be regularly flushed.

Next in importance is the matter of water supply, which at present is far from satisfactory, and has engendered a very large amount of delay in construction of a superior class of suburban buildings, and any steps taken to remove the disabilities under which we labor in this regard will also receive my hearty support.

Now, as regards light, I am of opinion that the city is not, nor never has been, sufficiently well lighted, so that all ratepayers derive an equal, or nearly equal, benefit from the expenditure under this heading. Any measure brought forward to secure the greatest amount of light at the smallest possible cost to the city, consistent with judicious expenditure, will have my entire co-operation.

Lastly as regards the "Revision of the Assessment Roll," I am firmly convinced that "excessive" taxation is as undesirable as the at present "unequal method," and that extreme measures in either direction are calculated to retard the much to be desired advancement of our city, and whilst avoiding inequality on the one hand, I shall, if elected, endeavor to avert anything that may appear to be unduly harsh or oppressive upon the prudent and thrifty taxpayer on the other hand. If elected, I shall do my best to promote the best interests of the city generally, and Johnson Street Ward in particular. I am, ladies and gentlemen,

Your obedient servant,
JOHN TEAGUE.
jan8

Again on Hand.

AT THE SOLICITATION OF NUMEROUS Electors, I offer myself as a candidate for election as Councillor for Johnson Street Ward.

M. HUMBER.

Victoria, Jan. 7, 1885.

To The Electors.

AT THE SOLICITATION OF A NUMBER of leading gentlemen, I have consented to stand as Councillor for Johnson Street Ward.

JOSHUA DAVIES.

JOHNSON ST. WARD.

I RESPECTFULLY OFFER MYSELF AS A Candidate

FOR RE-ELECTION to the COUNCIL in Johnson Street Ward.

de30 1d W. A. ROBERTSON.

L. H. WILTON, Tent and Sail Maker,

AND DEALER IN JUNK.
☞ BOATS BOUGHT AND SOLD. ☜
Cor. Johnson and Wharf Streets.
VICTORIA, B. C.

SAN FRANCISCO ADVERTISEMENTS.

A JUDICIOUS USE OF WHICH
Reforms the DRUNKARD,
CURES THE
DYSPEPTIC,
ANNIHILATES THE EFFECTS OF
MALARIA,
AND MAKES YOU
A SOUND MAN.
California Grape Brandy.
—AND—
Red Peruvian Bark
(Cinchona Rubra)
ARE THE PRINCIPAL INGREDIENTS.
For Sale by all Druggists and Wine Merchants.

S. P. WARREN & CO.,

Stock Brokers,
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STOCK BOUGHT AND SOLD AND CARRIED on margin.
Money to loan in large and small amounts on Mining Stocks. Stocks paid for the same day as sold. Assessments paid and dividends collected without charge.
Special attention given to all orders from the country. oc9-3m.

Only "PEBBLE" Establishment.
1863 1884
MULLER'S OPTICAL DEPOT
135 Montgomery Street, near Bush.
SAN FRANCISCO.
SPECIALTY FOR 33 YEARS.
The most complicated cases of defective vision thoroughly diagnosed, free of charge. Orders by mail or express promptly attended to.
Compound Astigmatic Lenses Mounted to Order. Two Hours' Notice.

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LIFE SCHOLARSHIPS $70
No Vacations
DAY AND EVENING SESSIONS.
Ladies admitted into all departments.
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SAW COMPANY.
Manufacturers of
SPAULDING'S
Inserted Tooth
AND
CHISEL BIT
CIRCULAR
SAWS.
N.W. SPAULDING NOV. 26. 1862 APR. 10. 1883
THIS SAW NEVER CLOGS
or chokes in the cut, it is a free and easy cutter, frees itself perfectly in all kinds of lumber. The bits Never work loose.
IT REQUIRES NO SKILL
to keep the saw in order. Anyone using the old Spaulding teeth can use these bits by sending their saws to us and having the bit holders fitted into the sockets.
SAW MILLS AND MACHINERY
of all kinds made to order. Send for descriptive catalogue. 17 and 19 Fremont Street, San Francisco.

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700 NEW VOLUMES JUST RECEIVED, making a total of upwards of 3000 volumes.
Terms—$1 per month or $5 for 6 mos.
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Victoria Dairy.
Chaffey & Thygesen,
PROPRIETORS.
Cedar Hill Road, Victoria District.
ORDERS may be given to the WAGONS, which may be seen in all parts of the city, and will receive prompt attention.
sep 29 6m CHAFFEY & THYGESEN

Card of Thanks.

THE BELMONT B. & S. & T. Co., desire to return their thanks to the officers and members of the Fire Department and to citizens generally, for their prompt and energetic action in saving their establishment from destruction on Sunday night.
Victoria, Dec. 29th, 1884. de30

PORTLAND ADVERTISEMENTS.

Murphy, Grant & Co.

IMPORTERS OF
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PORTLAND, Cor. Front & Pine Sts. | SAN FRANCISCO: Sansome and Bush Sts.

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THE OREGON
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Factory Nos. 209 & 211 Front Street.
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☞ BE CAREFUL ☜
To have your Baggage Checked
ON LANDING AT PORTLAND INquire for the agents of the
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UNITED CARRIAGE BAGGAGE TRANSFER CO.
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OFFICE, S.W. COR. SECOND & STARK ST.
THEY TAKE BAGGAGE TO ALL Hotels, also check baggage at any hotel, residence, or at the office of the Company.
To all points on the O. R. & N., N. P. H. R. or O. & C. R. R. lines, and no charge for checking.
Their Schedule of Carriage Hire is very moderate to any part of the city, and their driver are respectful to their customers.

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Of British Columbia.
When you wish to smoke ask your dealer for the famous
KICKER CIGAR.
TO THE TRADE.
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WILZINSKI BROS. & CO., Portland, Oregon.
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ROYAL FLOUR.
Got two Prize Buns at Mechanics
THE BEST IN THE MARKET
Sold by all Leading Grocers
W. DUNBAR, Agent
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THE BEST! THE BEST!
ASK YOUR GROCER FOR
Capitol Mills Flour
AND TAKE NO OTHER.
The Only Flour that has taken First Medal at Mechanics' Fair Three Years in Succession: also First Prize at State Fair.
All Respectable Grocers and Dealers Keep It.
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IN GENERAL AND DAIRY PRODUCE.
111 Front St., bet. Washington & Stark
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Agency for the Celebrated Rochester, Minn., "Crescent Creameries" Butter and Cheese.
A full supply of the celebrated Brooklyn Mills Flour.
Consignments solicited and returns promptly made.
Flour, Feed, Hay, Grain, Potatoes, Butter, Eggs, Cheese, Dry and Fresh Fruits handled.
J. C. MILLER. WILL H. WEST.

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W. STEELE & CO., Prop's.
CLEANING, SCOURING AND DYEING in all its branches. Fancy Dyeing a specialty. Gents Clothing and Feathers cleaned and dyed. Gloves cleaned. Satisfaction guaranteed.

PACIFIC
MUUAL LIFE INSURANCE Co.,
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ORGANIZED UNDER THE LAWS OF CALIFORNIA, and is the strongest Life Insurance Company doing business on the Coast.
A. McKINNIE,
Secretary.

—FIRST CLASS IN EVERY RESPECT.—
ST. CHARLES HOTL,
THOS. GUINEAN, Proprietor.
Corner Front and Morrison Streets.
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☞ Free Coach to and from the Hotel

THE MOST ARTISTIC
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dec11

CORPORATION OF VICTORIA.

BALANCE SHEET, 31st DECEMBER, 1884.

ASSETS.		LIABILITIES.	
Municipal Taxes	$17,621 24	Corporation summary	$46,324 30
Bank B.N.A. Fire Account	93 44	Revenue	17,023 34
Victoria Water Works Sinking Fund—		Provincial Government	854 00
$100,000 Loan $22,920		Bank B. N. A.	12,218 88
do 50,000 " 16,296		Fire Insurance rate, ½ of 1 per cent	93 44
do 20,000 " 2,884	43,100 00	do do Direct Tax	2,500 00
Corporation Debentures Sinking Fund	4,297 31	Ross Bay Cemetery	1,535 61
do Horses and Carts	1,241 55	Corporation Debenture Account	20,000 00
Town Lot No. 1249	2,419 00	Cemetery Property	1,980 45
Town Lot No. 1250	2,000 00	Marvin & Tilton	332 91
Spring Ridge Property	5,164 55	William Pollard	1,000 00
House at Spring Ridge	300 28		
Pound Property	924 57		
Street Gas and Coal Oil Lamps	679 80		
Office Furniture	1,990 69		
Road Roller and Rock Crusher	6,057 42		
Drainage	1,000 25		
City Hall	16,843 48		
Corporate Seal	268 80		
Scow	200 00		
Steam Drill	497 90		
Jas. E. McMillan Sheriff of V.I.	132 50		
Cash on hand	690 70		
	$103,863 23		$103,863 23

JAMES D. ROBINSON, J. W. GRIFFITHS, } Auditors. THOS. RUSSELL, Accountant.
Victoria, B. C., 9th January, 1885.

Statement of Cash Assets and Liabilities 31st December, 1884.

ASSETS.		LIABILITIES.	
Municipal taxes	$17,621 24	Provincial Government	$ 854 00
Jas. E. McMillan, Sheriff of V. I.	132.50	Bank of British North America	12,218 88
Cash on hand	690 70	Fire Insurance direct tax	2,500 00
		Marvin & Tilton	332 91
		William Pollard	1,000 00
		Balance	739 49
	$17,844 54		$17,844 54

JAMES D. ROBINSON, J. W. GRIFFITHS, } Auditors. THOS. RUSSELL, Accountant.
Victoria, B. C., 9th January, 1885.

Cash Statement for the Year Ending 31st December, 1884.

RECEIPTS.		EXPENDITURE.	
Cash on hand 1st January, 1883	$ 287 77	Water Works general account	$13,510 99
Bank B. N. A., increase of balance	51 04	do Sinking fund, $100,000 loan	2,360 00
Water Works rents $30,131 99		do do do 50,000 "	1,750 00
do Bond and others 367 70	30,499 65	do do do 20,000 "	412 00
Fire Insurance rate direct tax	3,975 00	Fire Department $2,500 00	
City police refund, keep of Chinamen	43 25	Hose, hydrants, etc. 3,779 67	6,279 67
Street repairs, earth sold	9 00	Street repairs	$17,474 00
City pound fees	299 00	Rupert street lots	300 00
Surveying expenses, street lines	65 00	Wilson & Pearse, Yates street extension	652 50
Real Estate tax	29,467 30	J. Sayyes, widen'g Chatham st	250 00
Trades licenses	13,495 00	Piers, James Bay bridge	1,600 00
Wholesale liquor licenses	1,175 00	Street sprinkling	555 00 21,421 50
Retail do	12,340 00	City police	12,170 55
Road tax	4,846 00	City pound	768 56
Dog tax $130 00		Charges account, including salaries, advertising, printing, election expenses, etc.	5,749 92
less taps 2 50	127 50	Surveying expenses	1,855 37
Weighing machine fees $232 50		Board of health	734 50
less commis'n & repairs 38 85	193 65	Street lighting	6,019 00
Police court fines and fees	3,715 50	Sidewalks	3,609 87
Ross Bay Cemetery fees	1,693 50	Legal expenses	401 50
Corporation horse and cart (cart sold)	50 00	Commission on collections	243 30
Corporation seal	11 00	Donations, Charities—	
Thomas Nicholson	200 00	$280 00	
		Garrison Artillery 250 00	
		Wellington relief fund 250 00	
		Agricultural association 500 00	1,280 00
		Discount on silver	136 44
		Corporation debentures sinking fund	149 65
		do do interest	1,322 50
		Water Works interest, $100,000 loan	6,475 00
		do do 50,000 "	3,570 00
		do do 20,000 "	1,600 00
		Beacon Hill Park	793 50
		General interest	1,394 04
		Ross Bay Cemetery including keepers salary	2,008 85
		Corporation horses and carts	120 00
		Office furniture	65 00
		Road roller and rock crusher	791 48
		Drainage	400 00
		W. P. Sayward	293 86
		Steam rock drill	81 75
		Jas. E. McMillan, Sheriff of V.I.	132 50
		Cash on hand	690 70
	$99,324 26		$99,324 26

JAMES D. ROBINSON, J. W. GRIFFITHS, } Auditors. THOS. RUSSELL, Accountant.
Victoria, B. C., 9th January, 1885.

Victoria Water Works—Balance Sheet, 30th November, 1884.

ASSETS.		LIABILITIES.	
Bank B. N. A.	$ 41,691 08	Interest and Sinking Fund account	$ 41,691 08
Corporation of the City of Victoria	63,332 15	Debenture account	252,500 00
Construction account	217,027 71	Revenue account	110,259 86
		Redeemed debentures	7,500 00
	$322,050 94		$322,050 94

JAMES D. ROBINSON, J. W. GRIFFITHS, } Auditors. THOS. RUSSELL, Water Commissioner.
Victoria, B. C., 9th January, 1885.

Statement of Revenue Coll'td and Disbursed from Jan. 1. to Dec. 31, 1884.

RECEIPTS.		DISBUREMENTS.		
Water rents	$28,526 95	Charges—		
Services collected	1,605 00	Salaries including		
C. Rose	267 70	Printing, etc.	$3,769 92	
		Maintenance	1,884 66	
				$5,654 58
		Construction—		
		Main pipes extension	4,802 45	
		House at head works	1,571 00	
		Meters	102 17	
				6,372 62
		Service pipes		1,492 59
		Corporation of Victoria		16,860 06
	$30,399 65			$30,399 65

JAMES D. ROBINSON, J. W. GRIFFITHS, } Auditors. THOS. RUSSELL, Water Commissioner.
Victoria, B. C., 9th January, 1885.

Interest and Sinking Fund Account.

RECEIPTS.		DISBUREMENTS.	
Nov. 30, 1883—Balance at credit of Acct	$35,977 22	Paid interest for Coupons presented between 1st Dec. 1883, and 30th Nov. 1884	$13,027 50
Cash received from the Corporation of Victoria between 1st Dec. 1883 and 30th Nov. 1884 to pay interest on all loans	13,027 50	Balance	41,691 08
do do Sinking Fund	1,014 43		
Interest allowed by Bank B. N. A., on amounts at credit on Sinking Fund	1,099 42		
	$54,718 58		$54,718 58

JAMES D. ROBINSON, J. W. GRIFFITHS, } Auditors. THOS. RUSSELL, Water Commissioner.
Victoria, B. C., 9th January, 1885.

Victoria, B. C. 9th January, 1885.

His Worship, the Mayor, and Municipal Council:

GENTLEMEN:—I hereby certify that the Books and Vouchers of the Corporation from the 1st January to the 30th June, 1884, have been examined and checked by me, and I found the same to be correct.

I remain, Gentlemen, your obedient servant,
JAMES D. ROBINSON, Auditor.

Victoria, B. C., 9th January, 1885.

His Worship, the Mayor, and Municipal Council:

GENTLEMEN:—The Books and Vouchers from 30th June to 31st December, 1884, have been examined by me and are correct.

I hereby beg to hand you the Balance Sheet, Statement of Cash Assets and Liabilities and Cash Statement of Receipts and Expenditures for the year ending 31st December, 1884; also Balance Sheet, Statement of Revenue collected and disbursed, and Interest and Sinking Fund Account of Victoria Water Works, for the same period.

The accounts this year show a balance of Cash Assets over Liabilities of	$ 397 49
To which may be added Rock on hand blasted out and ready for crushing, 1800 yards, at, say, $3 per yard, available for work in 1885	5,424 00
Making a total of	$6,361 49
And showing a clear gain last year of	67,847 59

The Water Works shows a gain in the revenue collected of $4,183 55 for the year.

Your obedient servant J. W. GRIFFITHS, Auditor.

Esquimalt and Nanaimo Railway.

Contractor's Office,
VICTORIA, Sept. 22, 1884.

Schedule of Wages

For WHITE LABOR on the Esquimalt and Nanaimo Railway.

Rock Foremen	$3 00 to $4 00	per day
Earth Foremen	2 50	"
Bridge Foremen	3 50	"
Bridge Carpenters	3 00	"
Blacksmiths, 1st class	3 50	"
Drillers	3 00	"
Laborers	1 75	"
Hewers	3 00	"
Choppers	1 75	"

All outside labour ten hours per day.
All carpenters to furnish their own chest tools.
All employes find themselves bed, board and lodging.
Boarding Houses will be convenient along the line.
Board, $4 per week.
It will not be compulsory for employees to board in the company's houses.
Wages will be paid monthly on the 10th of each month.
GRAHAM & BUSK,
Sept. 27 4f. Contractors.

DOULTON & CO.,

(LAMBETH POTTERY, LONDON.)
TURNER, BEETON & CO.,
AGENTS.
Just landed from Estrella de Chile
SANITARY AND FANCY
DOULTON WARE
Vitrified Drain Pipes, 4 & 6 in.
Traps, Junctions, Bends, Gullies, Flush Pots, Etc.
Doulton Ware Fenders and Tiles of beautiful designs.
AGRICULTURAL DRAIN PIPES.
Red and Blue Paving Brick for Dairies and Conservatories.
de2-1m